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T H E

S E A M A N ' S

Medical Advocate, &c.

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# Seaman's Medical Advocate :

O R,

An Attempt to shew that FIVE THOUSAND SEAMEN  
'ARE, annually, during War, LOST TO THE BRITISH  
NATION, in the West-India Merchants' Service, and  
on-board Ships of War on the West-India Station,

THROUGH THE

## YELLOW FEVER,

And other Diseases and Means, from Causes which, it is  
conceived, are chiefly to be obviated, and unconnected  
with the Misfortunes of War or Dangers of the Seas.

ILLUSTRATED BY CASES AND FACTS.

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Most respectfully submitted to the Consideration of

The British Senate ;

The Right Honorable the Lords Commissioners of the

Admiralty ;

The Admirals of Fleets, and the Commanders of Ships of

War, on the West-India Station ;

The West-India Merchants ;

And the Commanders of West-India Merchantmen.

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*By ELLIOT ARTHY, Surgeon,*

*In the African and West-India Merchants' Service.*

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L O N D O N :

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1798.

Entered at Stationers' Hall,



To the Right Hon. Earl SPENCER,  
First Lord of the Admiralty.

MY LORD,

I beg permission to inscribe this  
Essay to you, not doubting, from  
your known attention to every  
thing that regards the welfare of  
seamen and the perfection of the  
British navy, but you will give it  
such patronage as it may appear to  
merit.

I have the honor to be your  
Lordship's

Most respectful and

Obedient Servant,

ELLIOT ARTHY.

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## INTRODUCTION.

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TO a nation like Great-Britain dependent on the number, the goodness, and the valour, of her seamen, for her protection from foreign enemies, and whose commerce extends into almost every known part of the world, the increase and the preservation of her seamen must be, at all times, very highly desirable and necessary ; but now that the nation is engaged in war with all the greatest maritime powers of Europe, and actually threatened with an invasion, they become, I conceive, objects of immediate and most serious concern to every honest Englishman.

A treatise on a subject of such vast importance as the preservation of the

health and lives of British mariners, might, perhaps, at this very critical period, with little impropriety, be presented to the public, without either apology or preface, but, having already employed the pens of some very eminent physicians, this additional work may, probably, be deemed unnecessary and, perhaps, even impertinent, more especially as coming from the hands of a person of little rank in the profession.

THESE circumstances, I conceive, make it requisite for me to trouble the reader with a particular account and explanation of the nature of my work, and of its essential differences from those which have been written on the like subject by other persons, also, of my reasons and qualifications for the undertaking.

AT an early period of life, my inclinations led me into the royal navy,

wherein I served as a surgeon's mate, on the West-India station, for nearly the three last years of the American war. During the last eight years, I have been employed as a surgeon in the African slave-trade; at this disclosure, I hope the reader will neither be shocked nor prejudiced against either me or my performance, nor imagine that such a traffic is congenial to my sentiments, but rather regard my engaging therein as proceeding from the secret instinct of providence, in order to hereafter answer some good purpose to mankind.

IN the course of my servitude in the royal navy, and in the African slave-trade, I have been led to visit, and make some stay at, nearly all the British West-India islands, and many hundreds of sick and hurt seamen have come under my inspection and care; whereby,

I trust, I shall be allowed, at least, to have had ample opportunity of making myself acquainted with the nature, the causes, and the proper treatment, of diseases incident to seamen in the West-Indies, but, above all, with that most terrible of plagues, the Yellow Fever.

ARRIVING home just at the opening of the medical schools, in Autumn, 1796, I thought it my duty to apply a part of the fruits of my labour towards obtaining some farther knowledge of my profession, and I accordingly entered myself a pupil at the London-Hospital. On one of the days, in the month of February following, appropriate to receiving afflicted objects into that charitable house, the poor disabled seaman, whose case is stated page 107, presented himself for relief.

HERE let me intreat the reader to turn over and peruse the case I have



adverted to, and then figure in his imagination a remarkably fine British seaman, in the very prime of life, utterly disabled from serving his country and gaining subsistence, through the want of that help from the healing art which happily even the meanest individual who toils on-shore, for the benefit of either private persons or the public, now receives, in the most ample manner, through the humane, the benevolent, and the philanthropic, spirit of the nation.

LET me, also, intreat the reader to reflect on the manifold services that British seamen have rendered to their country, and on the almost inestimable value that each individual of them is at this time of, to the state at large, then will he surely greatly regret and be concerned when he is farther intreated to reflect, or, if unacquainted,

when I assure him that, notwithstanding the almost numberless means which British humanity and benevolence have devised and instituted, for the relief of human woe, there are yet many thousands of those most useful and deserving people, necessitated to cross the boisterous main, and to visit climes dreadfully destructive to health and life, in merchant-ships not having surgeons on-board: the sad instance of the consequence of it may justly enough, I presume, be said such a glaring oversight of humanity, which I have presented to his imagination, and it is trusted national policy and benevolence will make him anxious for the redress of so vast an evil.

SUCH were the feelings and sentiments of the surgeon, to whom the seaman related his truly pitiable case, and he was thereby involuntarily led at the



moment to declare, with a spirit truly humane, benevolent, and patriotic, an intention to exert himself and his interest to the utmost, to cause the benefits of the healing art to become dispensed among seamen in the West-India merchants' service.

THE lamentable situation of the poor fellow made so great an impression upon my mind, also, that I was irresistibly led to take up my pen, and commit his case to paper, and to make a few desultory observations on the necessity for surgeons being appointed to West-India merchantmen; intending them for the inspection of my preceptor, and hoping they might aid him in his benevolent intention.

HAVING proceeded but a very little way in the business, my mind became so crowded and oppressed, with the recollection of the manifold loss and suf-

ferings of seamen, in both the West-India merchants' service, and on-board ships of war on the West-India station, from many other causes besides the want of surgical and medical help, and which appeared to me to be equally remediable, that I could not resist nor satisfy my feelings as a seaman, as an Englishman, and as a medical man, until I had committed the whole to paper.

CONTRARY to my expectations, my preceptor expressed himself of opinion, that what I had written was proper to be communicated to the public, and, fearing that the perilous nature of my occupation might prevent me from doing it at a future period, I was, therefore, encouraged and prompted to submit my manuscript, without delay, to the press, in the hope that the contents would prove useful to my country and

mankind, and in gratitude to those brave seamen who have borne me safe from the battle, through many a furious gale, and from many a threatening wave.

THE outlines of my work are an attempt to shew that there exists an absolute necessity for surgeons being appointed to West-India merchants' ships, also, the sources and means of obviating a very considerable part of the present dreadful loss of seamen by the Yellow Fever, in the West-India merchants' service, and on-board ships of war on the West-India station.

THE latter, it must be acknowledged, have already been pretty fully treated of, by some very able persons, but, unfortunately, they have generally done it in their medical works, which are chiefly adapted for the perusal, use, and direction, of naval surgeons; hence,

the legislature, and those who have the direction of and command over seamen, and on whom the prevention of sickness and accidents chiefly depend, have not been so generally nor so extensively aided in their humane endeavours to preserve the health and lives of seamen, as they otherwise might have been.

I am, therefore, encouraged to hope that my endeavours to shew the means of preserving, as much as may be, the health and lives of seamen, by means independently of medical aid, and in a style calculated for general perusal, will prove deserving the attention of the British senate and those right honorable personages in whom is vested the chief direction of our navies, of those, also, whom seamen more particularly labour to enrich, and of the commanders of both ships of war and merchantmen,

who must oftentimes be greatly distressed in their minds, and frustrated in the execution of the services they are required to perform, by the sickness, disablement, and loss, of their seamen.

THE loud call of humanity, as well as the absolute necessity which I trust I shall shew that there really is, for surgeons on-board West-India merchant-ships, will, I hope, excite that liberality and philanthropy among the West-India merchants and ship-owners, for which the British nation has been so long and far famed; and, likewise, prove some excuse for my presuming to treat on the subject so fully and boldly as I shall be found to have done: the advantages which I shall also point out to accrue to the West-India merchants and ship-owners themselves, as well as to the seamen, from the appointment of surgeons to their ships, and the at present



very prosperous state of their branch of commerce, will, I trust, induce and enable them to adopt the several regulations I have proposed in their ships, not only with cheerfulness, but, likewise, without the least pecuniary inconveniency.

FOR the satisfaction of those who may deem it necessary to have higher authority for the truth and fitness of the most material circumstances which I have presumed to submit to public consideration, I shall refer, as often as occasions require, to Dr. John Hunter's Observations on the Diseases of the Army in Jamaica, from which I with pleasure acknowledge myself to have received much assistance, in both my present and past labours for the relief of afflicted seamen.

I beg leave once more to remark, that the subsequent treatise was written

at intervals of only a few hours leisure from a course of hard study and strict attendance on an hospital, and that, when it was but just, in such manner, hastily committed to paper, I was called upon to go to sea again, whereby it was deprived of the benefits of a second consideration, correction, and arrangement, of its parts; these unfavorable circumstances, together with its being my first literary essay, will, it is hoped, incline the public to receive it with indulgence; and, in some degree, apologise, for whatever inaccuracies and errors I may be found guilty of: the importance, as well as the humanity, of preserving, as much as practicable, the health and lives of our seamen, will, I also hope, warrant the enthusiasm with which I have pleaded their cause, and, likewise, my warmth of expression in describing the human woe I have witnessed.

SHOULD what is contained in the following sheets answer my ardent wish, by proving useful to my country and mankind, then will the sufferings of the helpless object, who was the first cause of their being written, most powerfully evince the justness of the Christian faith, in the existence of an over-ruling providence, that, with infinite wisdom and goodness, ordains many, and for aught we know all, of the afflictions of men, to be productive of some future good either to themselves or to others.

January 15, 1798.



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## Errors and Omissions.

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Page	11	Line	17	<i>For</i> tornadoes <i>read</i> tornado's.
	22	—	6	<i>Read</i> for their own recreation.
		—	15	<i>For</i> afflicted by accidents <i>read</i> have received accidents.
	38	—	4	<i>For</i> he sent <i>read</i> sent.
	39	—	*	<i>Read</i> Livid spots.
	43	—	2	<i>For</i> prosperous, and some valuable prizes taken, <i>read</i> prosperous; some valuable prizes had also been taken.
	80	—	17	<i>For</i> clearly proved <i>read</i> very clearly proved.
	96	—	19	<i>For</i> in the same way <i>read</i> in the same manner.
	118	—	5	<i>For</i> who have neither authority nor power, <i>read</i> who have not sufficient authority.
	123	—	5	<i>For</i> thercto <i>read</i> there.
	128	—	18	<i>For</i> therein <i>read</i> there.
	208	—	3	<i>For</i> as they often do. I have <i>read</i> as they often do, and I have.

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THE FIRST PART.

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OF THE NATURE AND CAUSES  
OF THE  
BILIOUS OR YELLOW FEVER.

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THE loss of seamen, I have asserted and undertaken to demonstrate, being chiefly occasioned by the Yellow Fever, it may be satisfactory to the curious, as well as necessary to make myself clearly understood by such of my readers as have not had a medical education, to

commence with an account of the nature and causes of that most prevailing and rapacious disease.

NATURE, in all warm climates, is most abundantly prolific in animal and vegetable productions: the surface of the earth abounds with plants, shrubs, trees, and reptiles; the air and the waters with innumerable insects; all which, through the heat of the sun, most rapidly spring into existence, arrive at maturity, and fall into decay.

THE heat of the sun, aided by rain, which falls in great abundance at certain times of the year, occasions those various animal and vegetable productions, which are constantly rising in profuse succession, to putrefy and emit subtle effluvia, which, through their

tenuity and lightness, become diffused and buoyant in the air; and, being mixed with, or rather enveloped by, the moisture exhaled by the heat of the sun, through the day, from the surface of the earth, of rivers, and of stagnant waters, they rise into the atmosphere; and when, after the setting of the sun, these humid particles fall to the earth, in the form of dew, those effluvia descend therewith, and according to the degree of the heat of the atmosphere, are either raised or depressed, and as the wind blows, so they are also driven to and fro.

I have smelt these effluvia most offensively during thick fogs, which prevail at the close of the rainy season, in Africa, and had them waisted to my senses,



by the wind, from the opposite side of a river more than two miles broad.

THE effluvia so generated, from putrid animal and vegetable matter, are particularly baneful and destructive to the health and life of mankind; and when they come in contact with the bodies of, or are inhaled by, persons not nurtured in the West-Indies, and who are, besides, either just arrived in full health and vigour, and, consequently, unseasoned to the climate, or who are weakened by disease, fatigue, bad living, mental inquietude, hard drinking, or who have laboured much under the mid-day sun, they occasion that disease commonly called in the West-Indies the Bilious and Yellow Fever.

THESE effluvia being nearer to the



surface of the earth by night, exposure under the unfavorable states of constitution mentioned, will be more hazardous than by day, when the warmth of the sun elevates and diffuses them in the atmosphere.

So it happens, that seamen, whose habits, dispositions, and employments, hereafter to be mentioned, occasion them to be much, and at all times and seasons, committing intemperances on shore, in the West-Indies, are so liable, and so frequently fall a sacrifice, to the Bilious or Yellow Fever.

ON the contrary, persons born and brought up in the West-Indies, and even Europeans, who are of a mean temperament, between glowing and declining health, who take moderate ex-

ercise, eat sparingly of good and wholesome food, drink a little wine or spirits daily, are of a cheerful disposition, and who do not expose themselves to the night air, nor to the mid-day sun, are in a favorable condition, and not disposed, to be affected by the poison, which may justly enough be said to be constantly floating in the air of the West-Indies and all other warm climates.

AGAIN, though the sea abounds with myriads and myriads of living creatures, yet there is no such noxious effluvia produced from them, for they all, from the biggest to the least, prey upon each other. The surface of the great deep is, also, continually agitated by the trade-wind, which together

with the antiseptic quality of the salt with which it is impregnated, prevents its stagnating and becoming putrid; so that the potent rays of the sun exhale nothing, from the immensely wide and extended main, but a pure watery vapour, which, as well as the great heat of the sun between the tropics, when alone, and uncombined with the afore-said effluvia, is not particularly unfriendly to the human constitution. In the open sea of the West-Indies, therefore, and at such distances from the land where the said poisonous effluvia do not reach, the air is pure and untainted by any noxious matter; hence, while ships are at sea, and even when in harbour, if they are not moored near to unhealthy situations, the seamen, if

kept constantly on-board, in a regular and sober performance of their duty, will, and do in general, enjoy as good health as in any other part of the world: so it is, that ships constantly arrive in the West-Indies, from Europe and other equally high northern, as well as southern, latitudes, with their crews in perfect health, and entirely free from the Yellow Fever; provided, I beg leave to have it understood, they have not touched at any port by the way, and thereby been exposed to the aforesaid pestilential effluvia.

IN proportion as different countries and islands, and as different parts of countries and of islands, situated between the tropics, abound with wood, with stagnant waters, and marshy tracts

of land, favorable to the production of vegetable and animal matter; in proportion, also, to the heat of the sun, and the more or less rain, at different periods of the year, favoring or not favoring the putrefaction of such vegetable and animal substances, and the escape therefrom of the aforefaid pestilential effluvia; and, according as those effluvia are nearer to, or distant from, the surface of the earth; so is one country or one island, one part of a country or of an island, one season of the year, one part of the day and of the night, more healthy or unhealthy than another.

So that on dry and rather elevated parts, where the land is cleared of wood and in a state of cultivation, and



during the dry season of the year, there is little or no such poison to human life produced. But, in low marshy situations, where the land is overgrown with wood, also, in the neighbourhood of large lakes of stagnant waters, and on the banks of large rivers which undergo a considerable ebb of tide, such parts, in the rainy season of the year, are scarcely habitable, through the abundance and malignancy of the produced effluvia. Even parts far distant, that would otherwise be very healthy, feel their influence through the medium of the wind; whereby, it happens, that ships moored off such unhealthy situations, though at some distance, yet, when the wind sets to them from the land, will have their crews, in an other-



wife unaccountable manner, taken sick of the Yellow Fever.

THE wind does, also, sometimes, prove the means of restoring health in parts; and on the rising of a violent gale or a hurricane, the Yellow Fever, which was just before then raging with the most rapacious fury, amongst the inhabitants of large towns, has suddenly abated, and even disappeared. A remarkable instance of it is given in Mr. John Halliday's Account of the Putrid Bilious Fever, which raged in the City of the Havanna, in the Months of June, July, and Part of August, 1794. And the like often occurs on the coast of Africa, where tornadoes prevail, which are sudden and violent gusts of wind, that blow for a few minutes with

fury equal to a West-India hurricane, and are accompanied by a prodigious deal of thunder, lightning, and rain. These salutary events are no doubt occasioned by the immense violence of the wind, together with the excessive thunder, lightning, and torrents of rain, with which it is commonly accompanied, clearing the atmosphere of an unusual quantity of pestilential effluvia: and make it probable if an hurricane were to happen at this time, that the West-Indies would be thereby rendered less unhealthy, and were it not for the horrid devastation it would otherwise commit, it is, I conceive, an event much to be desired.

ACCORDING to the different degrees of virulence in the contagion, at differ-

ent times, and in different places ; according, also, as the several habits, intemperances, and employments, of persons, produce different degrees of susceptibility to be affected thereby ; and, as their constitutions, overcome, or yield to, its baneful influence ; so, have different persons, the Bilious or Yellow Fever, sooner or later, more frequently and more favorably, more violently and more fatally, than others. Some it attacks suddenly and destroys even in a few hours ; others are not apparently affected for a considerable length of time ; and, others, have it steal upon them insensibly, and linger for a long while, before they either recover or fall victims. Thus, it sometimes obliges seamen to leave their

work on a sudden; others, it attacks during the night-watch; others, when on duty in boats; and, others, after they have departed and got many leagues from the West-Indies, and even considerably to the northward or southward of the tropics.

THE first attack of the Yellow Fever that a European has, after arriving in the West-Indies, is commonly called a seasoning, which, when very violent, though the person recover, is not to be regarded as favorable, in as much as it generally impairs his constitution so much as to render him, during his residence in the West-Indies, susceptible of frequent and periodical relapses, which, at length, sap his stamina so much as to leave him little or no enjoy-

ment, nor chance for his life, but by relinquishing his ambitious projects and hopes of amassing a fortune, and returning to Europe.

SOME few Europeans, have the seasoning, as it is called, moderate, and their constitutions not being thereby much impaired, they become naturalized to the climate, and, through the exercise of temperance, they enjoy a tolerably good state of health, until by industry they are made affluent: but, where one European, who settles in the West-Indies, is so fortunate, thousands fall an early sacrifice to the Yellow Fever; an awful warning this for British youths to confine their wants, their desires, and their ambition, within the pale of reason and of nature; and not

to leave their native soil, where freedom, health, and plenty, prevail, for a country that so rarely affords other than either a miserable or precarious existence.

It is worthy of remark, that the West-Indies produce no remedy for the plague with which we may say it is infested. And, farther, of all the medicines, and medicinal compositions, which, by the industry of man and the researches of the learned, have been extorted from, and discovered in, the mineral, the vegetable, and the animal, kingdoms of nature, in this and every other known part of the world, and which are almost innumerable, none are so generally, nor so sovereignly, efficacious, in counteracting the bad



effects of the said effluvia on the human body, as the Peruvian Bark, which is the produce of a country many thousand miles distant, and not to be obtained otherwise than by crossing a vast ocean, a grand and mighty proof this, that nations as well as individuals were created for each others aid and relief, and not to destroy one the other by cruel, unprovoked, and ambitious, wars.

IN England, many persons are of opinion that the Yellow Fever is more violent in its nature and effects, in the West-Indies, during war than peace, which I conceive to have originated from our having in war time a greater number of troops and ships of war in the West-Indies, and from, perhaps, many additional persons going there, to

transact either public or private business, whereby more deaths must consequently happen by the Yellow Fever, which, through the medium of newspapers, and of private letters and persons, oftener engage the public as well as individuals attention, and, very naturally, excites a belief that the Yellow Fever is, at such times, unusually malignant, when, in fact, it is only the effect of an additional number being exposed to its influence. Some years, as well as seasons of the year, in the West-Indies, are, no doubt, more unhealthy than others, and greater numbers die of the Yellow Fever at one period than another: but such occurrences happen during peace as well as war.

THE terms Bilious and Yellow Fever

are used only by the vulgar and unlearned; the former arose from the bilious vomitings with which some persons are affected; and the latter arose from a suffusion of bile which occurs in some persons, and causes the whole body, and sometimes the different secretions therefrom, to appear yellow: such bilious vomitings and yellowness are meer adventitious circumstances, and owing, I conceive, to the different effects of the poisonous effluvia, produced in warm climates, on different constitutions: so that, whether there be those bilious vomitings, or that yellowness of the skin, or not, the disease is to be regarded as the same, as differing, only, in degree, and, as owing to the same causes, namely, effluvia from

putrid animal and vegetable substances ; and is called, by physicians, the Remittent Fever of Tropical Climates ; because, it is found to be the grand and universally prevailing disease, within those latitudes, all round the world, as well as in the West-Indies ; and because, persons affected thereby have, at intervals, a remission or abatement of their complaints. In compliance, however, with custom, and that I may be better understood, I shall not adopt any new term, but call the disease, produced as I have described, by its too well known, and often repeated, name, Yellow Fever.

THE SECOND PART.

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OF THE SEVERAL HABITS, DISPOSITIONS, AND EMPLOYMENTS, OF SEAMEN, IN THE WEST-INDIA MERCHANTS' SERVICE; WHEREBY, THEY ARE EXPOSED, AND PREDISPOSED, TO BE AFFECTED BY THE YELLOW FEVER. AND, OF THE OTHER ASSERTED DISEASES AND MEANS, WHICH CONTRIBUTE TO THE LOSS OF SEAMEN.

THE former are, frequent desertion from one ship to another, in order to obtain more wages, or, rather, a large sum of money for the run-home from the West-Indies; leaving their ships,

and going on-shore, to avoid being impressed ; going in open boats, to distant parts, to fetch their ship's lading and water ; going on-shore, with and for their commanders and other officers, by night, and for recreation ; and, lastly, the intemperances they commit when, on those several occasions, they are on-shore.

THE latter are, want of a proper sleeping-place, attendance, and medical and surgical assistance, when sick of the Yellow Fever ; when, also, they are affected with the venereal disease, and afflicted by accidents.



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## SECTION THE FIRST.

*Of the production of the Yellow Fever, and consequent loss of seamen, in the West-India merchants' service, through their desertion from one ship to another, in order to obtain more wages, or, rather, a large sum of money for the run-home from the West-Indies; through, also, their leaving their ships, and going on-shore, to avoid being impressed; and through the intemperances they commit, when, on those several occasions, they are on-shore.*

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THE reader's attention must be, in the first place, directed to the several British merchantmen that are engaged in the West-India trade, both importing supplies and carrying away its produce ; which amount, in all, to about one thousand sail of shipping, of, from one to five hundred tons burthen and upwards, and navigated with from ten to thirty, and some few forty, and even fifty, men, each : of these ships, it may be computed, that about three-fourths are what are commonly termed West-India men, or sugar-ships, belonging to the several ports of England, Scotland, and Ireland : the other fourth may be considered as composed of African slave-ships, together with a few vessels

of rather inconsiderable burthen from Newfoundland and North-America.

By these several vessels, upwards of twenty thousand seamen are annually conveyed to the West-Indies. (Vide Mr. Baillie's speech in the House of Commons, on the abolition of the slave-trade, the 2d of April, 1792.) And, it is a very pleasant fact to reflect upon, that, excepting the African slave-ships, little or no sickness is ever experienced on the passage, so that nearly the whole of that vast body of seamen, almost invariably, barring accidents, arrive in a good state of health in the West-Indies: and, what is equally true, would generally remain and return so, if there were any means of restraining their imprudences, and keeping them on-board

their respective ships, in a regular and sober performance of their duty: Of all this, I have had an excess of evidence, both in the merchants' service and on-board our ships of war; and the same is observed by Dr. John Hunter, page 107 of his "Observations on the Diseases of the Army in Jamaica." But unfortunately, from circumstances which I shall next bring to view, a very considerable change in their health, and decrease of their numbers begin to take place soon after their arrival.

THE men of war are exceedingly vigilant in the impressing of seamen in the West-Indies, so that, if a merchantman arrive at a port much frequented by men of war, a great part of her crew soon falls into their hands, and

the rest, partly to avoid the like misfortune, as they think it is, and partly to obtain what is called a run-home, the nature of which will soon be explained, leave the ship entirely, to be discharged of her cargo and reladen, at a great expence to the owners, by negroes. If a merchantman arrive at a port or island only occasionally visited by men of war, the seamen are preserved for a long time, and often all escape being impressed, by going on-shore, on the report or appearance of a ship of war coming in, and repairing on-board again, when she is gone or the report proving to have been false, which occasions a considerable and frequent interruption to the business of the ship. If again, a merchantman ar-

rive at a port seldom or never visited by men of war, the crew are kept on-board, and the business of the ship goes on tolerably well, until near the period when a convoy of men of war is appointed to protect a fleet of merchantmen home. Precisely the same transactions take place amongst the healthy part of the crews of slave-ships, according as they go to ports more or less frequented by men of war.

THE whole of these seamen, it must now be observed, are engaged, at the commencement of their several voyages, in Europe and other parts, for from one to four pounds per month wages each, according as they are either boys or landmen, ordinary or able seamen: but, as soon as they ar-



rive in the West-Indies, such as are so fortunate as to escape being impressed, begin to bend their minds to what is called a good run-home, which is a sum of money for the bare task of working a ship from the West-Indies home ; and amounts to from ten to fifty, and sixty, guineas ; varying at times and places, according to the plenty or scarcity of seamen, and the greater or less number of ships requiring men. Such, I am told, was the demand for seamen, at Jamaica, on the sailing of the July Fleet, in 1796, that even seventy guineas were given to seamen for the run-home.

THE giving such a great sum of money for so short a service, is one of the chief sources of the loss of seamen I have advanced and am now about to

prove: it in the first place, occasions many to desert from the ships of war, and those again, in the merchants' service, remain no longer satisfied, on-board their respective ships, than till they hear of a ship or ships wanting runners, as they are called. So that from the different sources of seamen deserting from the ships of war, and those deserting from the merchantmen, some to avoid being impressed, and all having one common object in view, namely, that of getting a good run-home, it happens that there is, almost constantly, a vast number of seamen on-shore throughout the West-Indies, particularly as the time draws nigh for the sailing of a large fleet of merchantmen, under the protection of men of

war, when the seamen know the largest runs will be given. The consequence is, that, in order to screen themselves from being impressed, and to get to distant parts of islands for the benefit of larger runs, they are obliged to lurk about the outskirts of towns, and to travel on foot a long way through the country; very often, obliged to take up their lodging by the road side, or in a cane-patch, exposed to the pestilential influence of the night-air, to rain, and to the intense heat of the sun by day; sometimes fasting, at others intoxicated, for several hours, and even days, together.

THE nature of such irregularities and of the climate,\* it will now be clearly

\* See Dr. Hunter's Observations, Pages 108 and 109.

understood, makes it next to a miracle if any of them escape the Yellow Fever: and they really are, almost all, sooner or later, affected thereby; some only a few hours after landing, others when got to a distance from any town, and others not till they are got out to sea again; and what is still farther to be lamented, from either not having any money, nor any claim on any one for assistance, or being at sea in a ship not having a surgeon on-board, many of them have to struggle through, and others die of, their diseases, without medical assistance, and sometimes I am afraid without even the necessary food for the support and restoration of nature.

I shall, in the next place, endeavour

to prove and elucidate these said general assertions, opinions, and principles, by

## CASES AND FACTS.

FIRST. — The Sl--p Sw--t, W-----m B-lt-n commander, of Bristol, of which vessel I was surgeon, arrived in the harbour of St. John's, Antigua, in the month of October, 1793, after a slaving-voyage, with a crew consisting of twenty men and boys, all in perfectly good health, and three-fourths of them were remarkably good, able, and fine high-spirited, seamen.

A ship of war coming in, soon after our arrival, those fine fellows all went on shore, and the c-pt--n sent them,

with a note, to the manager of a neighbouring plantation, begging they might have shelter thereon, until the ship or war was gone. The manager immediately dismissed them back to our captain, with a note, saying, he had met with so much ingratitude from sailors, and they had committed so many depredations on the estate; even when under its protection from the press, that he was determined never to screen any more of them: this reply, I recollect, very much irritated our captain, who, being of a high martial spirit, debated a long time within himself, whether or not the insult of refusing protection to his men was not deserving of a challenge; at length, however, cool reason and peace prevailed, and he told the



men to make the best shift they could, for their preservation from the press, for the present, and he would provide them a place of security therefrom, against a future time: the poor fellows obeyed, and the recital of the consequences must, I am sure, agitate the feelings of every lover of his country, and of every person that has the least regard or sympathy for the sufferings of its brave defenders.

THEY went, after the manner I have described, a considerable way out of town, and not being able to obtain any settled shelter, were exposed in open fields, by night and day, for some time, drinking, I am afraid, very hard, and getting but little sustenance, till, in a few days, word was sent on-board to

me, from the captain, one morning very early, desiring me to go on-shore immediately, and see the cooper, who was taken very bad in the country.

KNOWING the instantaneous and dangerous manner in which the Yellow Fever sometimes makes its attack, I immediately went on-shore, but just before I landed, a second messenger had been sent to acquaint the captain that the cooper was dead; and but too true it was! for, in two or three hours after, his corpse was brought into town by his comrades, who were now so much fatigued with what they had undergone, and so greatly dispirited by the sudden loss of the cooper, that they determined to run all risk of being im-

pressed, rather than fly into the country for refuge any more.

THE coöper, by the rest of our people's account, had complained of a slight pain in his head, and of being otherwise rather poorly, for two or three days before his decease, but his complaints did not become any way serious until the evening before he died, when, to use their own words, "neither grog  
 "nor kind language would cheer him,  
 "and he began to talk about dying,  
 "which very much alarmed them, and  
 "the next morning they set about conveying him to town, but, before they  
 "had proceeded far, he died by the  
 "road side."

The manager of the estate, on which the cooper died, being informed of the

circumstance by some of his negroes, and impressed, by the suddenness of his death, with an idea that it was occasioned by maltreatment, he sent a note to that purport to the coroner, who summoned a jury, in consequence, to investigate the truth; when, there not appearing to be any marks of violence done to the body, and his comrades repeating the above account, of his complaints and death, in a very clear as well as pathetic manner, the coroner and jury being also told of his previous exposure to the causes of the Yellow Fever, and knowing well the sudden manner in which that disease often terminates life, their verdict was, that he died by the visitation of God.

A day or two after interring the

cooper, one of the seamen was sent on-board to me in the last stage of the Yellow Fever, being in a state of low delirium, and his body covered with petechiæ,\* and, notwithstanding my utmost endeavours, he died on the second day after.

About the same time, another of the seamen, who left us as soon as the cooper was buried, was attacked with the Yellow Fever, while on the road to join a privateer, lying in a neighbouring harbour, and carried off in a very few hours.

The carpenter, and another seaman, fell into the hands of a press-gang, who, consequently, took them on-board a

\* Spots denoting imminent danger.

ship of war, wherein they, also, were shortly after seized by the Yellow Fever, which ended their days.

FIVE others had, also, very severe attacks of the Yellow Fever, from which I had very great difficulty in recovering them.

THE other half of our crew ran away and got out to sea, and to a sober regular conduct in other vessels, which probably preserved their lives.

THUS, the country lost two excellent mechanics, a carpenter and a cooper, and three fine seamen; and our crew was reduced to a few invalids; all within about a fortnight.

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SECOND.—The Ship Sw--t, and myself in her, tarried a whole year at An-



tigua, and as often as a ship of war came in, we were under the necessity of sending the few people we had to secrete themselves on-shore, which was almost uniformly followed by sickness, though happily no more deaths happened. I was often myself subjected to the midnight insults of press-gangs, and obliged to fly into the country for refuge, which occasioned me more sickness than ever I experienced, even on the deadly coast of Africa. In my flights and excursions, I often saw seamen labouring under the most violent attacks of the Yellow Fever, entirely dependent on, and consigned to the management of, indigent negro women, and sorry I am to say, one of them, who had nursed some of our sick people, and who had watched

them, with the most affectionate and unremitted care and attention, night and day, as well as provided them with sustenance, and such other little necessaries and comforts as sick persons require, until they were quite restored to health, was left incumbered with a debt, incurred for the same, requiring, in her little ways and means, a long series of industry to discharge. The seaman's generosity is so well known, that it is almost needless for me to say, they would have paid her had it been in their power, and, as it was not, they could only refer her to those who were indebted to them for their services, and whose negligence in so doing was the more unpardonable, and to be wondered at, as the voyage had

to that period been exceedingly prosperous, and some valuable prizes taken in the course thereof: the seamen, in consequence, on their recovery, left the service of a master who had treated them, I may say, so outrageously unjustly and illiberally. I have, purposely, been full and particular on this circumstance, as I shall have occasion to advert to it hereafter.

PRECISELY the same transactions were going on, on-board of the other merchantmen, as often as a ship of war visited the place; so that almost every day brought accounts to me of seamen taken sick of the Yellow Fever, in consequence of their going on-shore to avoid being impressed; which occasioned, as may be judged, many deaths

within the twelve months of my continuance at Antigua.

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THIRD.—Through the aforefaid sicknesses, deaths, desertion, and impressing, of our people, it happened, that, when the *Sl--p Sw--t* left Antigua, she had nearly a fresh crew of twenty hands, and all of them were, fortunately, in a perfectly good state of health.

The day after sailing, the vessel unfortunately sprung a dangerous leak, which obliged us to put into *St. K-t's*, to have it stopped; and there, again, commenced the business of going on-shore, occasionally, to avoid being impressed, which caused, as it always does, several of the crew to be attacked with the Yellow Fever, and in little

better than a week, the vessel became, once more, like an hospital, having only ten sick people belonging to her; all the rest having either been impressed, or ran away in search of a larger sum for the run-home to England.

FORTUNATELY, none of the sick, at this time, died, but the ungrateful fellows, as they got well, deserted, like the rest, for the sake of getting more money for the run-home; so that a third crew was obliged to be engaged, to navigate the vessel from the West-Indies.

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FOURTH. — The Sh-p P-lg--m, of B--t--l, Captain M-nt-r, of which ship, I was, also, surgeon, arrived in the month of March, 1796, at Kingston, Ja-

maica, after a flaving voyage, with a crew of thirty-five men, all in perfect health. Here, fortunately for the health and lives of the people, the vigilance of the impress officers was such, that two-thirds of them fell into their hands, within a week after the ship's arrival, and, consequently, before many of them had been at all on-shore, by which they escaped the Yellow Fever.

SOME of the others, also, escaped the Yellow Fever, by leaving us entirely, and engaging themselves in other merchantmen, and sailing from the West-Indies, without being much exposed on-shore.

Two, however, of this crew, who escaped the vigilance of the press, and



in evading them were much exposed, as well as guilty of great intemperances, on-shore, had very violent attacks of the Yellow Fever, which very nearly terminated their existence.

SINCE my return to England, I have had the pleasure of hearing of the safe return and welfare of nearly the whole of the rest of the crew, who were impressed, and deserted from us, at Jamaica, which I am firmly and clearly of opinion, would not have been their good fortune, had they continued but a little while longer at hide and seek on-shore, in the West-Indies.

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FIFTH. — The last-mentioned Ship, to wit, the P-l-g--m, after the sale of her cargo at Kingston, went down to S-v-n-a

la Marr, and in company with several other West-India men, loaded with West-Indian produce, and departed with the very next convoy, in the month of June following.

THE general rendezvous of the fleet, Bluefields, previous to our final departure from the West-Indies, is very little distant from Savanna la Marr, on which account, as the time for sailing drew nigh, the harbour became resorted to by seamen from sundry other, and very distant, parts of the island, in order to ship themselves by the run-home.

SOME of these seamen, conceiving that there would not be much run-money given in the place, betook themselves to other ports, in hopes of getting

more; while, others, conceiving that times would mend, or, probably, not having money to support them any longer, nor to carry them farther, stayed and hired themselves to work on-board the shipping, until the departure of the convoy.

FOUR were engaged, at different times, on-board the P-lg--m, in order to get her in readiness for sea: they had all deserted from ships at a considerable distance, and had travelled through the country on-foot, exposed very often to the mid-day sun; frequently taking up their lodging by the road side, without any shelter from the night air; often fasting for a considerable time, and, as may naturally be supposed, to the utmost of their finances,

indulging themselves in the use of strong drinks.

ONE of them came on-board, quite exhausted with fatigue and hunger, infomuch, that, at first, he requested only a belly full of victuals for his services; but, as soon as he had regained his strength and vigour, he asked a very extravagant sum of money, which was granted him, in order to retain him in the ship: as soon however, as he heard that more wages and a larger sum of money for the run home, was given in other ships, he left us; and so he went, out of one ship into another, two or three times, till, in a few days, after leaving us, he was arrested by the Yellow Fever and died.

A second left us for the same reason.

because he was assured of a larger run on-board of another ship: this man, when he came on-board, had several venereal ulcers and two buboes, on which account, he was very much eased from duty; but, neither his present ease, nor the opportunity of obtaining a cure, through my care, were sufficient to retain him in the ship; and he went, in the state I have described, on-board of another not having a surgeon, which ship not staying long enough in the West-Indies, for him to obtain a radical cure, by the hands of any medical man on-shore, it is likely that his constitution, if not his life, suffered, in the end, through his ingratitude and inconsiderateness.

A third of these men left us on a very

trifling pretext, no doubt with the same mercenary views as the other two, and going on-shore, was, in two or three days after, attacked with the Yellow Fever, from which he had a most miraculous escape with life, not having any money, nor the least claim on any one for assistance, during his sickness.

THE fourth, and last, who was as fine a seaman as ever served his country, after having wrought most manfully on-board of us, for about a week, was taken with the Yellow Fever, which, notwithstanding my utmost endeavours, carried him off within eight and forty hours.



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## SECTION THE SECOND.

*Of the production of the Yellow Fever, and consequent loss of seamen, in the West-India merchants' service, through their going in open boats, to distant parts, to fetch their ships' lading and water ; through going on-shore with and for their commanders and other officers at night, and for their own recreation ; through, also, the intemperances they commit, when, on those several occasions, they are on-shore ; and, lastly, their loss and sufferings through want of a proper sleeping-place, attendance, and medical assistance, when sick of the Yellow Fever.*

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THE Ship P-lg--m's going, as mentioned in the last section, to Savanna la Marr, to load with West-Indian produce, gave me a farther opportunity of witnessing the unsalutary and fatal consequences of seamen's wandering about, and committing intemperances, on-shore, in the West-Indies; and of observing the several causes of sickness and death, through the Yellow Fever, which seamen are liable and exposed to, in the course of the business of loading a West-Indiaman, in peace as well as war, the recital of which will form the present section.

WE preserved seven of our original crew from being impressed and from desertion at Kingston; and Savanna la

Marr being an out-port, very rarely visited by men of war, the business of loading the P-lg--m went on, the whole time, without any interruption from ships of war, after the manner that it usually does, in the regular West-Indiamen, during peace.

OUR people were sent in boats, to distant parts, to collect the cargo and to fetch water, in which services they were often exposed many hours, and even whole nights, and during all weathers, either in the open boat or on-shore, without any shelter.

THEY frequently went, likewise, after labouring hard, and sweating profusely, through the day, to take the captain to and from the shore by night, and, on such occasions, were not unfre-

quently obliged to wait his convenience until very late hours, and sometimes even till day-light, during which, overcome as they were by previous fatigue, and not being able to keep themselves awake, they laid down in the boat and slept in the open air, and that often during the falling of very heavy dews.

THEY, also, sometimes went on-shore, for their own recreation, and, at times, staid late.

ALMOST as often as they went on-shore, on any of the above occasions, if they had no money, some part or other of their wearing apparel was taken, to be bartered away for new rum, so that they were frequently in a state of intoxication, when exposed to those incle-

mencies of the weather and sure usherers of the Yellow Fever.

AFTER a very few trips on-shore, the whole of them were most violently attacked with the Yellow Fever.

THE Ship, at the time of their being taken sick, was so far laden, and the decks, both above and below, were so lumbered with the cargo and stores of various kinds, that there was neither shelter nor sleeping-place for them beneath any of the decks, nor scarcely room to spread a bed any where above deck: the quarter-deck, which was equally lumbered, had a slight canvas awning over it, which afforded a partial screen from the night-air, from rain, and from the scorching sun, under which the poor fellows laid down,

wherever they could find a space of their length and breadth. Most of them were without beds, and had fold nearly all their clothes, so that they were obliged to lie on the bare planks, and in the same dirty clothes, from their attack to near their recovery. An old sail was, after some time, obtained, to ease their fretted limbs from the painful hardness of the deck, and to cover them by night, which is to be considered as a great and rare indulgence, at least as far as my observation has extended.

SUCH, moreover, was the eagerness and hurry to get the ship loaded, that no one could be spared to attend upon the sick, though several negroes were employed on-board at the time ; so that



if I had not been on-board, or some one else in my station, who could not with propriety have been put to other duty besides attending them and administering their medicines, the greater part of them must, I am confident, have died through meer neglect: for their complaints were truly so violent, and so greatly aggravated by the many inconveniences and inclemencies of the weather they had to contend with, that I found it a task of no small difficulty to restore them to health, with even the most assiduous attention to them, night and day, and, I may say, a long experience of their complaints and constitutions.

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THE foregoing circumstances may be considered as specimens of what must be often occurring among seamen in the loading of West-Indiamen, with these considerable aggravations, that those ships having generally no surgeon, nor any one else, whose peculiar duty is to attend the seamen when sick, they must, and do I am sure, suffer very much, and even die, for want of proper attendance, and supply of victuals and drink, as well as medicines: I had, in truth, the most abundant proofs of it among the West-Indiamen that were loading in company with us, as I shall in the next place shew.

THERE were two surgeons in the vicinity of the harbour, but one of them

was of very indifferent repute, and the other would not go on ship board, except on very particular occasions, such as, I suppose, to visit a captain, or other person, who would pay him largely; on which accounts, I was frequently sent for, to visit the sick seamen of other ships: their complaints invariably proved to be the Yellow Fever, in a greater or less degree, and manifestly traceable from their having been exposed on their ships duty, or otherwise, whole nights, and in all weathers, either in open boats or on-shore, and rambling about drinking hard. I, also, often found that they had been two or three days sick before I was sent for, and had no proper place to repose in; and, although, on my visits, I was very

particular in representing their complaints as highly dangerous, and the consequent necessity for somebody being appointed to attend them constantly, in order to administer such medicines and necessaries as I ordered ; likewise, to send for me, at least, once or twice a day ; I, nevertheless, often had the mortification not to be sent for for two or three days after, and, sometimes, the still greater chagrin to find my patient had been entirely neglected, and got beyond the reach of human art to restore.

· THIS was so strictly the case, and attended with so many distressing and fatal consequences, on-board of one ship in particular, that, for the credit

and support of my assertions, I shall give the circumstances in detail.

THE Ship I allude to was, at the very point of completing her voyage, cast away, and unfortunately every soul belonging to her perished; on which account, it will neither be pleasant nor proper to disclose names, I shall, therefore, only say, that, on the arrival of a certain ship at Savanna la Marr, I was sent for to visit one of her crew, who was sick.

I found the man in the last stage of the Yellow Fever, lying in a little, close, and intolerably hot, cabin, between decks. The between-decks, from the stern to the main-mast, which includes the half of the space between decks, was partitioned into several other

little dirty cabins and bed-places, which totally obstructed the free circulation of air: throughout the other half of the between-decks, also in the hold beneath, there was distributed a great quantity of filth and rubbish, of various kinds, from which there issued an intolerable stench, so that what little air the poor sick man breathed was sated with putrid and noxious effluvia.

ON enquiring into the cause of the ship's being in such a foul and lumbered state, between decks, I was informed, that she had been previously employed by government, in carrying troops and naval stores to one of the Windward-Islands; and that they had, since then, been so hurried and intent on getting down to Savanna la Marr, in



due time to load the ship, and sail with the first convoy, that time and people could not be spared, neither to clean the ship nor take down the supernumerary cabins and bed-places, that were built for the accommodation of the military passengers.

By farther enquiry, I found, that all the crew, consisting then of nearly twenty, had been employed in conveying the troops and stores on-shore; in the performance of which duty, they had been much exposed to the weather, by night as well as day, and had been guilty of great excesses; that they had buried a man of the Yellow Fever before leaving the Windward-Islands; and that the man, to whose assistance I was now called, had been taken sick in

the course of the ship's passage to Savanna la Marr.

AFTER giving the necessary directions for the management of this sick man, and ordering him into a more airy situation, I waited upon the captain, and represented to him, that, from the previous transactions of his people to-windward, and the foul state of his ship, I was of opinion, that his whole crew would, sooner or later, be attacked with the Yellow Fever; that the only means by which it could either be prevented or moderated, were to lay the between-decks entirely open, by removing all the superfluous partitions, cabins, and bed-places, so as to admit of a free current of air, fore and aft; also, to thoroughly clean, fumigate,

and lime-whiten, the ship, within; and, that the only chance he had of recovering his people, when taken sick, was instantly, to remove them out of the ship to a proper house on-shore, and to provide them in the speediest manner the best medical assistance.

THE captain seemed alarmed at what I said, and assured me that my advice should be strictly followed; but, unfortunately for the crew, his eagerness to load the ship predominated again very soon after I left him.

I was not sent for regularly, as I desired, to attend my patient, and he very soon died. The ship was neglected to be cleared and cleaned, as I directed; and the rest of the crew, from the captain down to the cabin-boy, were all, in

turn, most severely attacked by the Yellow Fever.

EVEN then, no regular mode was adopted, for either his or his people's relief: I was sent for, to visit them only once in two or three days, according as the business of the ship permitted, or, as they chanced to be thought of. Some I found lying in the pestilential air between decks, and others among heaps of rubbish and lumber above deck, exposed to the potent sun, to rain, and the night-air. They were, also, for the most part, without any one to attend them, and destitute of the common necessities requisite for their support and restoration, and two or three days were often

suffered to elapse after I visited them, before their medicines were sent for.

At length, a second man dying, and several of the others appearing likely to follow, the captain yielded to my persuasions, and provided a lodging for them on-shore; but, they were commonly kept on-board so many hours, without any assistance, after being attacked, and so badly attended when on-shore, that a third and a fourth man died, and the survivors continued, for a very long time, in a very doubtful state and unfit for duty.

THE ship's carpenter was one of the sad victims to negligence, and when he died, in order to save time and expence, his corpse was taken about half a mile from the ship, and without the

common rites of burial, cast into the sea: such a transaction, in a civilized and Christian country, and in a place abounding with excellent fish, did, as may naturally be imagined, very much disgrace the captain. I mention this circumstance merely to shew, that if an hour or two could not be spared to perform, in a decent and Christian-like manner, the last sad offices for so useful and valuable a man as the ship's carpenter, what little chance he, or any one else on-board, had of being attended with proper care and diligence, through a long and dangerous illness.

### INFERENCE.

THE great number of seamen, that the reader will now readily conceive



to die, after the manner set forth, in this and the preceding section; in every island, in every port of each island, and on-board of almost every merchant-ship while, in the West-Indies; together with what are impressed into the ships of war; occasion the vast fleets of merchantmen who annually arrive in, and convey to, the West-Indies, upwards of twenty thousand seamen. to depart, upon an average, with not more than half, or at most two-thirds, of the seamen that navigated them to the West-Indies.

SOME few merchantmen may be conceived to have been first manned nearly by apprentices, who are exempt from being impressed; others, to have loaded at out-ports, not frequented by ships:

of war, and at too great a distance from other shipping, for their men to have deserted, in order to get a great sum of money for the run-home in other ships.

It must be acknowledged, that the crews of many ships, notwithstanding the adverse circumstances mentioned, continue tolerably healthy ; with the far greater number, however, it is commonly otherwise, and they will be found returning to Europe with not more than half their original complements of seamen ; and a few more fortunate may, perhaps, have preserved two-thirds of their people ; but, it is very rare indeed, if a merchant-ship perform a voyage to and from the West-Indies, without suffering some diminution in her crew, either through

the Yellow Fever or the vigilance of impressing officers.

I have dwelt longer on the causes of the merchant-ships leaving the West-Indies with considerably less men than their original complements consisted of, intentionally to make the matter more clear, and cause it to be particularly borne in mind, as I shall have occasion to advert to it hereafter, and in the sequel of my account of the ravages of the Yellow Fever.

## SECTION THE THIRD.

*Of the production of the Yellow Fever, and consequent loss of seamen, in the West-India merchants' service, as stated in the two preceding sections, the effects of which are not manifest until they are on their passage from the West-Indies to Europe.*

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WHEN treating of the nature and causes of the Yellow Fever, I observed that, in some constitutions, the poison remained latent, without producing any visible effects, for many days, and sometimes did not affect seamen until they

had got a great way from the West-Indies, and even without the Tropics.

It is my intention, in this place, to shew that such is the case, and that in consequence of a vast number of seamen having been exposed to, and received the active principle of, the Yellow Fever, in one or other of the several ways set forth in the two preceding sections, it breaks out among the crews of many West-India and other merchant men, on their homeward passages from the West-Indies, and occasions a farther very considerable loss of seamen.

THE last-mentioned Ship, P-l-g--m, having, after the sale of her slaves, at Kingston, Jamaica, taken up the business of a West-Indiaman, by going to

Savanna la Marr, and loading with West-Indian produce, she may be considered, during that period, as no way differing therefrom, and to have prosecuted her loading, and that part of her voyage, in precisely the same way as West-Indiamen do in general; consequently, what occurred on-board her, and among the seamen on her homeward passage, may justly enough, I presume, be considered as applicable to regular West-Indiamen and their crews, and I shall accordingly recite the same, in order to prove and elucidate the loss of seamen and other circumstances before asserted.

WHEN our lading was completed, having preserved only seven of our people from being impressed and from de-



fertion, out of thirty-five, which was the number we brought into the West-Indies, the captain engaged seven very indifferent seamen for fifty guineas each, and one ordinary seamen for forty guineas, to work the ship home. These eight men were all, as may be well imagined, from the enormous sums given for their services, in good health, as were, also, the older part of the crew, so that all hands on-board went to sea apparently in perfectly good health and spirits.

HAVING met at the general rendezvous and joined the merchantmen from various parts, to the amount of about one hundred and twenty sail, we, on the 9th day of June, 1796, under the protection of a squadron of men of war,

took our departure from the West end of Jamaica.

WHEN we had been about a week at sea, the Yellow Fever began to affect the crew, particularly those that were engaged by the run, and in about a fortnight, we had eight in a very critical way: this sickness reduced and kept our crew, for several days, to only seven effective men, so that the ship being very leaky, it was not without great difficulty that she was kept sufficiently clear of water, to preserve the cargo from being damaged, and under proper sail to keep company with the convoy.

OUR people, from the time we left Jamaica, had enjoyed a cool and moderate breeze of wind, with fine clear

pleasant weather ; they had also been kept very regular and temperate ; so that there was no apparent nor probable cause whatever, for the present sickness among' them, except their previous exposure and irregularities on-shore, consequent on their endeavours to avoid being impressed, and in getting from other ships, at distant parts, to engage in the P-lg--m : even the captain and myself; who since sailing had been equally regular, as well as better accommodated in some respects than the people, had an attack of the Yellow Fever, which, like theirs, could not be attributed to any thing but our having been exposed to the night-air, and inclemencies of the weather, on the service of the ship, a little previous to sailing from Jamaica.

I have often, before, experienced instances of the Yellow Fever breaking out among slaves, and seamen of slave-ships, several days after leaving, and after having got a great distance from, the Coast of Africa, when it could not be in the least accounted for otherwise than through infection received on-shore anterior to their sailing. The same was, likewise, the case, among the crews of many of the ships composing the fleet we accompanied from Jamaica.

THIS very surprising circumstance of the Yellow Fever not appearing, nor apparently affecting persons, for many days, and even months, after exposure to its causes, is noticed, and clearly proved, by Dr. John Hunter, pages 153 and 329 to 335.

OUR sick at this time, as when the ship was loading, were very much distressed for want of a proper place to repose in, the ship being so fully laden, that there was only a very small space allotted for that purpose over the water-casks between decks, and it was not more than three feet high. To crawl in and out of such a confined spot, was not, as will be readily conceived, easily done by those that were in health, and was totally out of the power of the sick : this small space was, moreover, so greatly heated by a noxious vapour arising from 400 hogshheads of new sugar that were beneath, and the natural heat of the climate, before we got to the northward of the Tropic of Cancer, that a very short continuance in it occasioned



a difficulty of breathing, and most profuse sweating, which prevented both sick and well from occupying it. The vapour or steam arising from the sugars so diffused itself throughout the ship, and was of so penetrating a nature, that it changed the paint-work, in every part and of every colour, black, or, rather, made it look as if it had been smeared over with black lead; this happens, more particularly, in damp and rainy weather, and in ships, like ours, that were very leaky. Men of medical education will best understand me when I say, that the steam from the sugars made the paint-work look as if the phlogiston, of former chymists, were restored to the saturnine portion of the paint.



THIS vapour or steam arising from new sugars, when such considerable quantities are together on ship-board, I have heard said to be productive of the Yellow Fever among seamen. The authority was by no means sufficient to establish it as a fact, in my mind, yet, I think, it deserves particular notice; for, this effluvium is of so great annoyance to the seamen, both in sickness and health, that, rather than subject themselves to its pernicious influence, within the small space usually allotted them to sleep in between-decks, many of them prefer, and, in truth, are sometimes obliged, to rest, and take up their constant abode, in the open air above deck, exposed, at sea as well as in harbour, to the night-air, to dews, to rain, and the

scorching sun, which, it is almost unnecessary to remark, cannot prove otherwise than injurious to every one, and a frequent cause of the Yellow Fever among merchants' seamen, when in the West-Indies.

THE principal officers of the P-lg--m, as well as myself, notwithstanding our exertions during the slaving part of the voyage, and in the loading of the ship, the latter of which was an extra piece of service, quite unconnected with our contract for the slaving-voyage, as well as a great loss of time to us, and for all which we received no compensation, were very little better accommodated, in respect to a sleeping-place, than the seamen, which proved very detrimental to our health, and makes the trifling

regard paid to the health, comfort, and convenience, of the poor seamen the less surprising.

OUR sick, on account of the confined limits of the place designed for their rest, and the noxious and unbearable heat of it, were obliged, in fact I desired them as the least evil of the two, to keep night and day upon deck, and to screen themselves, as well as they could, with their blankets and bedding, from the scorching sun, from rain, and the night-air. The weather, fortunately for them, was in general, for some time, very fine and favorable, so that, with strict care, they all, except one, recovered, and gave me no farther trouble during the remainder of the voyage.

IN the same manner, and from like

causes, did the Yellow Fever, at different periods, affect, to my knowledge, the crews of many of the ships in company. The accommodations of the people for sleeping, whether healthy or sick, were, also, in some instances that I was witness to, no better than ours. And, considering the few hands that the ships in general had to navigate them, it is not to be supposed that a man was allowed, or could, indeed, be spared, to attend them as often as they required. But, what was still more to be lamented, very few indeed of the merchant-ships having surgeons, the sick seamen had in general to struggle through, or die of, their diseases, without medical assistance, or, what was yet worse, to have their complaints aggravated, and per-

haps the period of their lives shortened, by the taking of improper medicines from the hands of ignorant persons.

IN illustration of the last circumstance, I must remark, that most West-Indiamen are furnished with a medicine-box, out of which the captain or his mate dispense, as they conceive, relief to the sick when at sea, and wherever the assistance of a surgeon cannot be obtained. These medicine-boxes are fitted up principally by druggists, and some few apothecaries, who never experienced, and perhaps even never read a single page of any book on the Yellow Fever, consequently, the medicines and the directions that are given therewith, must be, in general, either of no good effect or productive of evil, which



I know must be particularly the case, in respect to one kind of medicine such boxes always contain, I mean emetics.

EMETICS are usually the first things directed, and had recourse to by the captains and mates of merchantmen, when, at such times as I have mentioned, seamen are attacked with the Yellow or Bilious Fever; and I must farther remark that seamen rarely have any other complaint in the West-Indies.

Now the chief symptom and mark of danger, in the Yellow Fever, is an extreme irritability of the stomach, which frequently prevents its retaining either food, or drink, or medicine; which is commonly with difficulty allayed, and very often baffles every



endeavour, whereby death often ensues. The violent operation of emetics, frequently occasions this very troublesome and fatal symptom, in cases of the Yellow Fever, when it would not otherwise have occurred, and invariably aggravates it when present; therefore, the practice of indiscriminately giving emetics to seamen sick of the Yellow Fever must frequently occasion death, or at best a long and dangerous illness. When, moreover, emetics are not attended with such bad effects, they do not evacuate redundant bile so naturally, pleasantly, nor effectually, as gentle cathartics; on all which accounts, the most judicious of modern practitioners and writers, (see Dr. Hunter's Observations, pages 120, 130, and 315,)

protest against their use altogether, in the Yellow Fever.

WHEN the foregoing circumstances are considered, will it be in the least wondered at or otherwise than expected that a great number of seamen should be taken sick and die of the Yellow Fever, on their passage from the West-Indies. I had, in truth, abundant proof of it, during the whole progress of the fleet homewards. In moderate weather, I was sent for to visit the sick on-board other ships; and, at times, when a boat could not be sent for me, merchant-ships, having sick men, were brought within my hearing, for the purpose of asking what should be done for them. The state of health, and number of their crews buried, used often to be the first

questions asked, by captains of merchant-ships acquainted with each other, when they got within hail; and many applications were to my knowledge made, by captains of merchantmen, to the commodore of the fleet, for more seamen and assistance, in consequence of sickness and mortality.

THUS it happens, that very few ships, particularly those having runners, perform their passages from the West-Indies, without having some sickness and loosing a man; others, two or three; and some have been known to bury five and even ten; others, again, have had such sickness and mortality, and arrived with their people in so deplorable a state, that the officers of health

have deemed it necessary for them to perform quarantine.

THE seamen of the ships and fleets that usually leave the West-Indies in the latter end of July, are always much more sickly, and commonly a greater number of them die, than in the ships and fleets that leave the West-Indies at the time I did, the beginning of the month of June, as before mentioned, which is occasioned, I conceive, by the said seamen committing the irregularities spoken of on-shore, in the months of June and July, when much rain falls in the West-Indies, which, as was observed when treating of the nature and causes of the Yellow Fever, gives additional power and virulence to the effluvia that occasion it.

I have heard the sickness and mortality among the seamen of the ships and fleets that sail last in the season, from Jamaica, spoken of as very great and shocking indeed, and to satisfy the reader, in some degree, of the truth thereof, I shall beg his attention to the following lamentable facts, which were lately related to me by an officer in the West-India trade who witnessed them.

THE Ship D-ke of Cl-r--ce, of L-nd-n, Captain C-b-ld, sailed from Jamaica, on the 25th of July, 1794, in company with a large fleet of merchantmen; her crew consisted of eighteen people, and they were all apparently in perfect health: on the 30th of the same month seven of them were taken sick of the Yellow Fever, and the next day, dread-



ful and astonishing to relate, they all died. About the same time, the Ship *C-rl-le*, of *L-nd-n*, Captain *B-yd-n*, lost nine of her crew by the Yellow Fever within three days; and many of the other ships composing the fleet lost one, two, three, and even four, of their people in the same manner.

IN short, the sickness I have represented, and endeavoured to account for, is so common, well known, and much expected, that it is now thought requisite, and become regular, for the captains of West-Indiamen, particularly those from Jamaica, on their arrival home, to report to proper health-officers, appointed for that purpose, the state of the health of their crews, that, in case of sickness, the necessary steps



may be taken to prevent the propagation of the Yellow Fever on-shore.

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SEAMEN'S exacting and captains' promising such great sums of money, as I have mentioned, for the bare task of working a ship from the West-Indies to Europe, occasions a deal of litigation between the commanders of West-India merchantmen and seamen, on their arrival home, and tends to create and maintain a spirit of animosity which is, I am afraid, very unfavorable to the seamen's obtaining such indulgencies when sick as they require, and which their captains would otherwise, perhaps, be inclined to grant them: I have, in truth, observed too much of it, towards those seamen I have had the

care of, and shall just recite one instance to that effect. A ship of the fleet I came last from Jamaica with, in the early part of the passage, lost one of her men, a runner, at fifty guineas, by the Yellow Fever; soon after committing the body to the deep, the captain of the said ship got close to another, commanded by an acquaintance, who asked him what news, and how all fared on-board? when, instead of expressing a concern for the loss of a valuable man to his ship and country, he instantly replied, in an ironical and joyful tone, that he had just thrown fifty guineas overboard; and concluded his explanation, by expressing a concern at not being likely to get rid of any more of the imposing rascals in the same way.

## SECTION THE FOURTH.

*Of the loss and sufferings of seamen, in the West-India merchants' service, through the want of proper medical and surgical assistance, when they are affected with the venereal disease and have received accidents.*

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MANY seamen are necessitated, through the want of money to pay a surgeon, and to support themselves on-shore until they are cured of the venereal disease, to go to sea, in merchantmen, from both the West-Indies and Europe, when affected with the vene-

real disease, particularly, of that stage of it called a clap; and others departing soon after connexion with infected women, have venereal complaints break out upon them after they get to sea.

FROM these circumstances, many seamen are induced to enter on-board African slave-ships, who, but for the benefit of the surgeon's assistance, would not even think of encountering with the more than common hardships and perils attendant on a slaving voyage.

MOST West-Indiamen, as I before observed, are provided with medicine-boxes, fitted up principally by druggists, who have not had a medical education, and they usually contain an ample stock of medicines for the cure of the venereal disease, which are com-

posed chiefly of mercury, and that sometimes in too active forms and doses, and which the captain or his mate ignorantly dispense among such seamen as are found to be in need, when at sea : seamen themselves, also, take medicines of the like nature, and for the same purposes, privately to sea with them, from quacks, and other pretenders to cure the venereal disease.

I have often been sent for on-board merchantmen, to visit seamen affected with this disease; and have, consequently, had opportunities of examining several of their medicine-boxes, and the medicines otherwise supplied to seamen ; whence I know, and conceive myself authorized to assert, that the medicines, and directions that are



given therewith, are, oftentimes, improper, and, in some stages of the venereal disease, highly dangerous; consequently, that the seamen so affected, must suffer greatly in their constitutions, either through having no assistance at all, or that which must frequently prove ineffectual or dangerous.

THIS will appear particularly clear and forcible to medical readers, who know the uncontrollable and destructive nature of that disease, and the almost ungovernable and pernicious effects of mercury, in some constitutions, even when best accommodated and under the management of the most skilful: what, then, but the very worst effects, is to be looked for, when they influence persons like seamen, exposed to all vi-



ciffitudes of weather and climate, and when, as I have shewn, they either have none, or only the most ignorant of the venereal difeafe and of its remedies, to direct for them.

ON my laft paffage from the Weft-Indies, I was fent for from merchantmen, even at fea, to vifit feamen affected with this difeafe. The fituation and fufferings of one poor fellow were fuch as I cannot reflect upon without pain: I found him lying on the upper deck, greatly emaciated and worn out, through difcharge and pain, from a large ulcer and two buboes.

HERE was a cafe very flagrantly maltreated, and now requiring the moft fkilful management. He had taken, by his account, a deal of medicine, from

the captain and mate, now, most evidently, to no good purpose. Unfortunately, the weather became so unfavorable, that I could not visit him a second time; and as to the event of his disorder, I never could learn: most likely, however, by committing himself again into the hands of his former physicians, the captain and mate, or, through not having any assistance at all, for a considerable time after I saw him, and till the ship arrived in England, either death or irreparable injury to his constitution must have been the consequence.

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ALMOST all West-Indiamen, but particularly the larger, carry a number of guns and small arms in war time, to defend themselves from the enemy;

among accidents, therefore, may, properly enough, be included all such wounds and hurts as seamen are liable to receive in the defence of their ships, as well as what happen to them from burns, scalds, falls into their ship's hold and from aloft, 'also, in the loading and unloading of their ships, and suspension of life from falling into the water; to all which, so great a body of seamen as I am treating of must, in a very considerable degree, be subjected; and which, for want of proper medical and surgical assistance, must often end either in the loss of life, incurable lameness, or degeneracy into bad ulcers, which render them, for a great length of time, unserviceable to their ships, and often,

in the end, occasion the necessity of amputation.

MANY instances of the kind have come to my knowledge, four of which I shall particularize, and they, the more unfortunately, happened to be fine seamen in the meridian of life.

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FIRST. — On my passage from Africa to the West-Indies, in the *Sl--p Sw-ft*, before-mentioned, we fell in company with a merchant-ship bound home from the South-Sea whale-fishery, having been absent thirteen months: early in the voyage, one of her crew, by accident, dislocated his shoulder, and, by the time I saw him, the several parts composing that articulation had conformed so much to the change, that his

arm could not be replaced, whereby he was disabled from serving his country during the rest of his life.

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SECOND. — Captain W-ll--ms, of the Ship H-rm-t, of Br-ft-l, on a passage to the West-Indies, in 1794, having occasion to scale his guns, a seaman very imprudently placed himself before one of them, directly after being fired off, in order to recharge it, and probably without previously sponging the gun out, he put therein a full charge of powder, which he drove home, with one end of the rammer placed against his breast; when done, before he could either withdraw the rammer or get from the front of the gun, the powder caught fire, through some sparks that were left



within the breech of the gun, by the former cartridge, and, in an instant of time, he was driven from the gun into atoms, and nothing of him could be discovered afterwards but a very small piece of his apparel. Had this unfortunate man placed himself, as he ought, by the side of the gun to ram home the charge, one or both of his arms would have been blown off or shattered to pieces, in which case, there being no surgeon at hand to stop a bleeding artery, to separate mangled parts, or to amputate if necessary, he must inevitably have died, or remained a shocking spectacle until the ship arrived in the West-Indies.

I have known three seamen loose their arms, and one his leg, on-board.



armed merchantmen, when only firing salutes. How lamentable must be the consequence of an armed merchantman, not having a surgeon on-board, fighting a long and desperate battle!

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THIRD. — William Saunders, as fine a North-country seaman as ever I beheld, and in the very prime of life, presented himself at the London-Hospital for relief, in February, 1797. Coming home from Jamaica, late in the year 1796, on-board the Ship Alb--n, of N-wc---le, Captain H-nn-ck, one of his legs was broken by a puncheon of rum, which was stowed above deck, breaking loose and rolling against him, during a hard gale of wind; and, for want of surgical assistance, his leg was

united in a most frightful and distorted manner: the callous, or medium of union, for want, also, of proper treatment, was so superabundant as to form a large tumor at the fore and lateral parts of his leg, which displaced all the moving powers of the limb from their proper spheres of action, whereby the man lost the use of his leg entirely, and was rendered unserviceable to his country, as a seaman, for life.

THIS man informed me, that most of his ship-mates ran away on the ship's arrival at Port-Morant, Jamaica; where she was loaded; that her crew were four less in number on her homeward than on her outward passage; that he was often obliged, as were also the seamen belonging to other ships in com-

pany, to be away two days and nights at a time, in open boats, fetching sugars; that there was a very great mortality among the seamen belonging to the ships that loaded in company with his: in some, he said, three and four, in others five and six, died of the Yellow Fever; and, that his berth between decks, was too confined and hot to be slept in during the first part of the ship's passage home, there being only just room left to squeeze in, above some casks of rum, as may be judged from my preceding account of rum being stowed above deck.

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FOURTH. — William Johnson, a black native of America, coming from Jamaica to England, in June, 1796, on-

board the Ship Br-ckw--d, of L-nd-n, Captain F-g-y, received a hurt on one of his legs, which, for want of proper furgical affiftance, foon became fo bad as to prevent his doing any duty during a great part of the fhip's paffage home, and occafioned a very extenfive caries, or rottennefs of the bone, on account of which he was admitted into the London-Hofpital, and at length obliged to undergo amputation of the leg.

By this man's account, afterwards, he received no fmart-money, from the merchants and owners of the fhip, on account of loofing a leg in their fervice; nor even payment of the fum for which he was engaged to work during the fhip's run-home; and was told, when he made application for his run-money,

that, instead of receiving any thing, he ought to pay for the provisions he ate while incapable of doing his duty.

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THE number of merchantmen, of every description, I have treated of, as going to and from the West-Indies, and not having surgeons on-board, I shall next endeavour to shew to be very great.

## SECTION THE FIFTH.

*Circumstances that may be adduced by others, as tending to lessen and ameliorate the before-said loss and sufferings of seamen in the West-India merchants' service; but which are not of such extensive benefit as is imagined.*

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THE number of British merchantmen that go annually, from different parts, and for different purposes, to the West-Indies, I have said to be about a thousand sail, and that they employ upwards of twenty thousand seamen: three-fourths of this number of shipping



I have, also, said to be composed of West-Indiamen, or sugar-ships; and, that among the other fourth, are, some from Newfoundland and North-America: now, I will be bold to say, that not more than one in an hundred of those different ships carry a surgeon, and such as do, it is chiefly for the benefit of passengers. The African slave-ships, do all of them carry a surgeon at first sailing from England; but, it is greatly to be lamented, that, nearly half of them die, before those ships reach the West-Indies; and there again some die; and others, through advantageous opportunities of settling, disgust, or ill treatment, leave their ships in the West-Indies: so that, as I have not included in my account any

loss or sufferings among seamen in African slave-ships, of which, alas, there is but too much, before their arrival in the West-Indies, they will then be found but little better provided with surgeons than any of the other description of vessels: thus, about nine-tenths of the whole number of shipping will be found, within the period of their voyages to and from the West-Indies, without surgeons, and the vast body of seamen they employ, however grievously and extensively afflicted, when at sea, without the possibility of obtaining any medical or surgical help.

SUCH being the deplorable situation of West-India merchants' seamen, in general, with respect to medical and

furgical assistance, when traversing the seas, and while, as I have shewn, they are liable to much sickness and various mishaps, I shall next state how it fares with them, in those respects, while in the West-Indies, where, as I have represented, they are subject to still more ailment, and where there is a much greater number liable to be affected by sickness, and, consequently, requiring assistance.

It is usual for the regular West-Indiamen to pay a surgeon so much money, the sum, I believe, is ten pounds, each voyage, to attend their seamen and find them medicines, while in the West-Indies. Great and many are the inconveniences and evils attending this

practice! The Yellow Fever, as I before observed, is almost the only complaint that affects seamen in the West-Indies; and such is its insidious and malignant nature, that unless the physician is called early, attends most assiduouſly, and manages very ſkilfully, little will his viſits avail. The Weſt-India phyſicians and ſurgeons regard the buſineſs of attending ſhips in ſuch manner, in the light in which medical men in this country conſider attendance on poor-houſes, as very inferior practice and but little worth their notice; they will not, therefore, nor can indeed at all times, ſeaſons, and diſtances, go on-board ſhips ſo ſpeedily, regularly, and often, as required.



ON the part of the ship it, likewise, often happens, either through hurry of business, not conceiving a man to be really sick, not having a boat and hands on-board, through distance, or unfavorableness of weather, that the surgeon is not, nor can be, sent for, before the sick are in the greatest danger, and even past recovery: from the same circumstances, it is too often the case too, that, for want of having medicines speedily and regularly, and of somebody to see them faithfully administered, those whose complaints, at first, were but trifling, do also slip off the stage of life.

SICK seamen are sometimes removed out of their ships to the shore, for the sake of better attendance and accom-

modation ; but it is, in general, done at very late and improper periods ; they are also, commonly, on such occasions, put under the care of negro-women, who have neither authority nor power to make them take their medicines regularly, nor to restrain them from drinking, and other abuses of themselves, when they are a little recovered ; and the payment of such persons as undertake the care of sick seamen is, likewise, precarious and trifling ; on which accounts, the seamen are seldom much, if at all, better off than when sick on ship-board.

OF the loss and sufferings of seamen, through such neglect, and want of proper attendance, accommodation, and medical assistance, I have before treated



very fully, and even exhibited proofs, as the reader will see, pages 60 to 70 : very little enquiry will, I am certain, farther prove that many seamen die; of the Yellow Fever, through the like means and neglect, on-board of such West-Indiamen as do constantly, when in the West-Indies, pay and employ a surgeon.

THE venereal disease and accidents are seldom or never, I believe, included in the surgeon's contract, but to be paid for separately, by the respective persons who may happen to be so afflicted : the captains of merchantmen, on account of the uncertainty of seamen's continuance with them in the West-Indies, very often will not advance, nor be answerable for the payment of, what

may be required on such occasions; through which, and the consequent neglect, slight complaints often become great and serious, and the seamen again suffer very materially.

As to the medicine-boxes, taken to sea in merchantmen, according to their present plan, and the use made of them, as I have represented, pages 87 to 90, and 97 to 102, they must be considered rather of evil than benefit to the seamen.

THE few surgeons that remain in the African slave-ships, but a little while after their arrival in the West-Indies; the still fewer that are to be found in any of the other description of vessels; the employment of surgeons; and the sending of sick seamen on-shore, in the West-Indies, in the way here treated

of; are the only circumstances, within my knowledge and recollection, at present existing, that can be by others adduced or supposed, in the smallest degree, either to lessen or ameliorate the loss and sufferings I have represented to happen among seamen in the West-India merchants' service: the inconsiderableness of their effect, the reader must now, I am sure, with me, deplore.

## THE THIRD PART.

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CAUSES OF THE LOSS OF SEAMEN ON-  
BOARD SHIPS OF WAR ON THE WEST-  
INDIA STATION.

THE loss of seamen is here again occasioned by the Yellow Fever, in consequence of impressing seamen on-shore, and out of merchantmen, in the West-Indies; through, also, improper medical treatment of the Fever; and through the want of a sufficient quantity of the Peruvian Bark.

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## SECTION THE FIRST.

*Of the production of the Yellow Fever, and consequent loss of seamen, on-board ships of war on the West-India station, through impressing seamen on-shore, and out of merchantmen.*

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I Have, page 71, particularly noticed the merchantmen leaving the West-Indies with not more, upon an average, than half, or at most two-thirds, of the seamen that navigated them thereto; the deficiency I stated to be occasioned by death, through the Yellow Fever, and their being impressed into the ships of



war: it is here necessary, to shew, farther, that such only are the sources of the deficiency.

THE same vigilance is practised by the men of war in impressing British seamen out of American merchantmen, and those of other nations at peace with us, on their arrival in, and departure from, any of our West-India islands, as is exercised among our own merchantmen; so that, whatever lure may be thrown out, or encouragement given, for seamen to leave our ships in the West-Indies, and enter into those of other nations, they have very little chance of getting clear away, at least, not in any considerable number; and those that do are, I conceive, nearly if not quite equalled, in number, by



the British and American seamen that the ships of war impress out of American and other merchantmen, on their arrival in the West-Indies.

FARTHER, as to any employment that our seamen can get in the West-Indies, otherwise than in the British merchantmen, it is so very inconsiderable as hardly to deserve notice. The navigation from island to island, and from port to port of the same island, of droghers, as they are called, or such vessels as properly belong to the West-Indies, is done almost entirely by mulattoes and blacks. But very few privateers are equipped in the West-Indies, and they, also, bear a great many mulattoes and blacks, and the seamen that are besides employed therein, must, at the end of

their respective cruizes, either return into some one or other of the British merchantmen or become impressed.

THUS, it comes out, that such seamen as do not die on-shore, nor on-board the merchantmen, after the manner described; and who go to form the other part of the deficiency in their crews, at their departure from the West-Indies, do all, sooner or later, become impressed into the ships of war.

SOME of them, as I before observed, are caught immediately on their arrival in the West-Indies, and, consequently, before being at all exposed on-shore, whereby they escape the Yellow Fever; and, through the clean, regular, and temperate, conduct, they are obliged to adhere to on-board ships.

of war, if they are not sent on either the impress, or other duty on-shore, their health continues, for the most part, uninterrupted, during the whole of their stay in the West-Indies.

Others, through the extreme vigilance of the impressing-gangs, are from time to time taken, either on-shore or out of the merchantmen, after having been, for some time, at hide and seek, and abusing their constitutions, on-shore: the people so taken, together with those that are employed in impressing them who, when on such service, are often, through necessity, exposed to the night-air, to dews, to rain, and the burning sun, and who are, also, disposed to drunkenness, are many of them, within a few days afterwards, attacked

with the Yellow Fever; and so, as the impressing duty goes on, there is an almost constant succession of sickness kept up, on-board some of our ships of war.

THUS, impressing seamen on-shore, and out of merchantmen, in the West-Indies. becomes the chief cause of the introduction of the Yellow Fever into ships of war on the West-India station, and occasions such a loss of seamen, that, notwithstanding the vast number that are annually impressed, many of the ships of war, as well as merchantmen, will be found to leave the West-Indies, at the end of their respective stations, with not more, and some having even far less, men than they brought therein: it sometimes happens even in ships of war that have not lent any aid

to others, nor been in any engagement, nor in any hazardous enterprize, whereby a number of men could have been swept away.

BUT it is more particularly the case on-board such ships of war as have occasional drafts of men made from them into other ships, or to man prizes, and, in consequence, are obliged to have recourse to impressing to keep up their complements: also, on-board such ships as are taken from the enemy, and put into commission in the West-Indies, and, of course, must be manned, nearly if not entirely, by impressing.

I saw some woeful examples of these practices, during the American war, among the French prizes, taken in the West-Indies, by Lord Rodney, in the



month of April, 1782. I was appointed to serve as a surgeon's mate, on-board one of them, the *Le Caton*. of 64 guns, soon after they were brought into Port-Royal, Jamaica, which ship was manned as I have described, that is, sufficiently for being brought into port and navigated home, by small drafts of chiefly newly-impresed men, from other ships concerned in her capture, and by now and then impressing a few on-shore, and out of the merchantmen. A very few days after my going on-board, the Yellow Fever broke out among the crew, and even affected the officers; and during the three months that we staid at Port-Royal, it raged with violence equal to a plague. The rest of the prizes, being manned in the same manner, were



all equally sickly, and dreadful indeed was the mortality in all.

THE introduction of the Yellow Fever into ships of war on the West-India station, in the manner here set forth, is, also, noticed by Dr. John Hunter; see his Observations, page 108.

## SECTION THE SECOND.

*Of the loss of seamen on-board ships of war on the West-India station, through improper medical treatment of the Yellow Fever.*

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MY experience and practice of late days have proved to me, that the sick of the Yellow Fever, on-board ships of war on the West-India station, at least, in some of the ships that I served in, suffered very materially from improper medical treatment.

UNDER the idea that redundant bile was the primary cause of the Yellow

Fever, and of its most distressing and frequently fatal symptom, an extreme irritability of the stomach which prevents its retaining either food or medicine, it was the practice of many naval surgeons, in the days I served in the Royal Navy, to administer very powerful antimonial emetics, and even to repeat them again and again, if the stomach continued to eject bile or remained unfettled.

I have often, in consequence of such treatment, seen seamen sick of the Yellow Fever, kept for hours, in the ship's head, under the violent operation of emetics, and not unfrequently, at the same time, exposed to either the mid-day sun or the chilling and noxious evening air, whereby they have been greatly weakened and their complaints

considerably aggravated; and which now clearly accounts to me for the very violent spasms of the stomach, incessant sickness, and excessive bilious vomitings, with which many of them were afterwards affected, that were always with extreme difficulty allayed, and that sometimes baffled every endeavour.

THIS rude treatment, together with waiting for a complete intermission of the Fever, as was, also, the practice, at that time, occasioned a neglect, and too often an utter impracticability, of administering the Peruvian Bark, on the early and liberal exhibition of which the recovery of persons affected by the Yellow Fever, chiefly depends.

It really concerns me when I reflect on the many seamen, within my know-

ledge, whose lives might probably have been preserved, by first a cathartic or two, to cause the redundant bile to flow gently, and with as little agitation as possible, through its natural channel downwards, and, at the same time, relieve the vessels of the abdominal viscera from morbid fullness; by, also, a moderate use of opium, to appease mental inquietude and the particular irritability of the stomach; and, next, by an early, assiduous, and free, use of the Peruvian Bark, to give the whole system strength to overcome the effects of the universally irritating miasmata, also, to impart tone to the vessels of the abdominal viscera, and enable them to contract against any farther preternatural flow of fluids into them,

and thereby permanently obviate undue secretion of bile.

THE bad effects of emetics, and great efficacy of the Peruvian Bark, in the Yellow Fever, are, likewise, asserted and maintained by Dr. John Hunter: see his Observations, pages 88, 120, 130, and 315.



## SECTION THE THIRD.

*Of the loss of seamen, in ships of war on the West-India station, through the want of a sufficient quantity of the Peruvian Bark, for the relief of the sick of the Yellow Fever.*

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AT the period of time mentioned in the last section, such naval surgeons on the West-India station, of whom there no doubt were many, who from education and experience, were well aware of the danger of the former, and the benefit of the latter, mode of treating the Yellow Fever, had it not in their

power to relieve the sick in a manner equal to their skill and wishes: their allowance from government to supply medicines was not sufficient for them to provide a proper quantity of that invaluable medicine, the Peruvian Bark, for ordinary and moderate degrees of prevalence of the Yellow Fever, much less, may it be supposed, when that disease raged for a continuance, through the greater part of a ship's company and a large fleet, as I have known it to do, and often does, from other causes besides those it has been my object more particularly to point out.

THE usual price of a pound of Bark, in the West-Indies, used to be, in those times, about twenty shillings sterling; and when it was scarce, or much sick-

ness prevailed, I have known it as high as two guineas per pound ; so that, it often happened, the more occasion the surgeons of ships of war had for the Peruvian Bark, the less they were enabled to obtain a sufficient quantity of it to relieve the sick : thus, surgeons who were very well skilled in the treatment of the Yellow Fever, from not having the means of relief within their reach, had the mortification and discredit of losing many of their patients, as well as those that were inexperienced ; the effects of which causes, among the seamen of so great a fleet as is commonly stationed in the West-Indies, during war, when the vast prevalence of the Yellow Fever is considered, must, I am confident, have been very considerable indeed.

THE vast dearth of Peruvian Bark in the West-Indies, also, the very extensive demand for it on-board ships of war on the West-India station, and the inadequateness of the surgeon's allowance, from government, to the supply of a sufficient quantity for the relief of the sick of the Yellow Fever, which I have represented, are, also, noticed by Dr. John Hunter: see his Observations, page 110.

FROM all enquiries which I was enabled to make, when last in the West-Indies, I found, that the Yellow Fever was still treated, by some naval surgeons, after the improper manner I have set forth; that a liberal use of the Peruvian Bark was by many others deemed absolutely requisite to

the recovery of seamen sick of the Yellow Fever; and that there then existed the same want and nearly the same dearth of that medicine; consequently, the same loss of seamen happens now through such causes, as when I served in the Royal Navy.

## THE FOURTH PART.

OF THE BEFORE-SAID LOSS OF SEAMEN  
HAPPENING, BOTH IN SHIPS OF WAR  
AND MERCHANTMEN, CHIEFLY DURING  
WAR. — OF THE AGGREGATE OF THE  
LOSS BEING, AS SAID, FIVE THOUSAND  
ANNUALLY; AND, THE MEANS BY  
WHICH IT MAY BE MORE CERTAINLY  
AND SATISFACTORILY ASCERTAINED.

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WHEN we are at peace with other  
nations, seamen are very plentiful in  
the West-Indies; consequently, there  
is no such extraordinary sums of mo-



ney, as I have represented, either asked for or given to them, for working merchantmen home ; there is then, also, but few ships of war in the West-Indies, and they have little or no occasion to impress seamen from the merchantmen: the seamen, therefore, in both ships of war and merchantmen, not having either the pecuniary inducement to desert, nor a press-gang to fly from, do more commonly content themselves on-board their respective ships, and conform to a more regular and sober performance of their duties ; under which favorable circumstances, agreeably to the principles laid down when treating of the nature and causes of the Yellow Fever, and barring the boating and watering duties, also, their intemperances when on-shore

for their own recreation or otherwise, and their want of a proper sleeping-place in the merchant-service, they do, in general, enjoy as good health in the West-Indies as in any other part of the world.

WHEN the reader reflects on the vast number of seamen that the merchantmen annually convey to the West-Indies, which I have said to be upwards of twenty thousand; and, on the circumstance of both ships of war and merchantmen, but more particularly the latter, leaving the West-Indies with considerably less men than their original complements; when, likewise, he adverts to the mortality on-board the merchantmen, on their homeward passages; he must be very clearly and

forcibly struck with the greatness of the loss of seamen, by the Yellow Fever, through the several means I have represented; and will, I dare say, be inclined to credit my opinion and estimate of its not being less than five thousand annually.

FULLY impressed, as I am, with the boldness, the importance, and the truth, of what I have committed to paper, I cannot otherwise than feel myself concerned at not being able to ascertain the precise extent of the loss of seamen, through the several means I have represented, and at not having more pointed proof of its being deserving the attention of the most illustrious, right honourable, and respectable, personages to whom I have presumed to

address myself; but, that it really is so, and little, if any, short of what I have computed it, I am firm in my opinion and confident of, and I feel no small satisfaction in being able to shew the means by which the said loss and sufferings of seamen, in both ships of war and merchantmen, may be more clearly and satisfactorily ascertained.

THE desertion of seamen from one merchantman to another, in order to obtain large sums of money for the run-home from the West-Indies; their leaving their ships, and going on-shore, to avoid being impressed; their exposure to the causes of the Yellow Fever in the boating duty; their disorderly conduct when, on those several occasions, they are on-shore; the badness of their ac-

commodations both in health and sickness; their want of proper medical assistance and attendance; the numbers buried on-shore, and from the merchantmen, while in the West-Indies, as well as on their passages to Europe; together with the numbers impressed into the ships of war; may be all thoroughly known from the commanders of West-Indiamen, and by inspecting their muster-rolls; also, by referring to the parochial books in the West-Indies, which could be easily done through the medium of the different custom-houses here and in the West-Indies.

THE books of ships of war on the West-India station will shew that a great many seamen annually desert, and that,



most probably, as I have said, for the purposes of obtaining large sums of money for the run-home in merchantmen; also, that a vast number are yearly impressed on-shore and out of merchantmen; likewise, what have died within a few days after being so impressed, which will afford a presumptive proof of such deaths having been occasioned by previous exposure to the causes of the Yellow Fever; and, that, notwithstanding such continual recruit from the merchantmen, the deaths, from causes unconnected with the misfortunes of war, are so numerous, as to cause many of them to leave the West-Indies with not more, and even less, men than their original complements.

THE evidence and opinions of some



able and intelligent naval surgeons, who have served on the West-India station, would, I dare say, be found to correspond with what I have said, on the introduction of the Yellow Fever on-board ships of war, through the impress service; also, on their different modes of treating that disease; and, on the great efficacy of the Peruvian Bark, as well as their inability to furnish a sufficient quantity of that medicine for the relief of the sick of the Yellow Fever.

SHOULD the naval surgeons, however, not think proper to make such confession, or differ from me in their opinion, what is stated, in those respects, by Dr. John Hunter, in the several pages of his treatise "On the Disease of the Army, in Jamaica," which I have already

referred the reader to, will surely have superior weight, and be a sufficient test and authority for the truth of what I have asserted, as well as some excuse for my presuming to comment on the medical practice of naval surgeons and the medical appointments of so great a navy.

THE loss of seamen, and the irreparable injury which the constitutions of many of them suffer, in the West-India merchants' service, through the want of medical assistance, when they are affected with the venereal disease and have received accidents, do not, nor can in their nature, strike the public mind so often, so clearly, or so forcibly, as the loss, and their sufferings, through the Yellow Fever; but, an exa-

mination of the different West-India merchantmen's muster-rolls; also, an enquiry into, and a register kept of, all the seamen received into the several hospitals of the three kingdoms, on such accounts, for only one year, would, I am certain, prove them to be deserving the most serious attention.

## RETROSPECT.

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HERE let me intreat the reader to reflect on the many centuries that England has been preserved from the fury of mighty and implacable foes, through the skill and bravery of her seamen; and how singularly they have added to her security and glory of late: the retrospect will surely excite, in the breast of every Englishman, the most grateful sentiments, and incline him to compassion and benevolence towards a class of people so highly deserving and necessary to our existence as a nation:

such impressions never ought to be, nor ever will, I trust, become effaced; but will, I hope, incline the whole of my readers, most joyfully with me, in the next place, to the serious consideration of the means which I shall propose, to obviate the vast loss and ameliorate the sufferings, which I have represented to happen among seamen in the West-India merchants' service, and on-board ships of war on the West-India station.

## THE FIFTH PART.

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MEANS OF PREVENTING AND AMELIOR-  
ATING THE BEFORE-SAID LOSS AND  
SUFFERINGS OF SEAMEN IN THE WEST-  
INDIA MERCHANTS' SERVICE.

THE reader will, I dare say, anticipate me in the means I have to propose, for the accomplishment of the above most desirable purposes, namely, regulating their wages and preventing them from desertion; abolishing the impress service in the West-Indies, or else, preventing seamen from leaving their ships, and going on-shore, in the West-Indies,



to avoid being impressed : keeping them as much as can be on board their ships, and when they must of necessity go on-shore, on their ship's duty or otherwise, sheltering them, as much as practicable, from the night-air and inclemencies of the weather ; also, allowing them a proper place to sleep in on-board ; and providing them, in the speediest manner, the best medical and surgical assistance, as well as requisite attendance, when they are sick and have received accidents.

## SECTION THE FIRST.

*Of regulating merchants' seamen's wages,  
and preventing them from desertion, in  
order to their preservation from the  
Yellow Fever.*

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THE proper standards for regulating the wages of seamen in the merchants' service are, I conceive, their different degrees of usefulness in their profession; also, what the times may require for the equipment of them for sea, and the maintenance of their families; and, lastly, the nature, as well as peril, of the services they are, at different times,

and in different places, required to perform.

IN war time, they have the additional and perilous task of defending their ships from the enemy, and run the risk of being, thereby, killed, wounded, or maimed for life; also, of being taken prisoner, and experiencing the insults, the barbarities, and the plundering habits, of conquering enemies; the loss of time, the loss of health, and the too-frequent loss of life, consequent on captivity; with all the horrors and pests of a prison; together with long absence from, and inability to give assistance to, their wives and families.

WHEN they go to the West-Indies, in war time, they run the most imminent danger of catching and dying of the

Yellow Fever, through their endeavours to avoid being impressed; and, when, after a long absence from their families, and continuance abroad, they have just arrived in view of their homes, they are liable to become, and frequently are, impressed into ships of war, and therein detained for a series of time, upon much slenderer pay, and without the possibility of seeing their wives and families: all which, none but those who have experienced them, can sufficiently feel the hardship and severity of.

IN war time, wearing-apparel and all the necessaries of life are much dearer than during peace, which makes a larger sum of money requisite for their equip-

ment for sea and the maintenance of their families.

MERCHANTS and ship-owners, also, are much better paid for conveying articles of merchandize to and fro, during war, than in peace, on which and the preceding accounts, seamen should, I conceive, be considerably better paid for their services, in West-India merchantmen, during war than peace, though, perhaps, not to that exorbitant extent they are at present in the West-Indies : five pounds per month to thorough able seamen, having wives and children, would, perhaps, at this time, contribute to all their reasonable wants, as well as be a sufficient remuneration for their services, and at the same time allow merchants and ship-owners to

profecute their commercial concerns to a proper advantage ; seamen of the like rank engaged in the West-Indies, where necessaries for a voyage are much dearer than in England, might require seven pounds per month ; and so in proportion to their lesser degrees of ability or usefulness.

SEAMEN, it is also necessary to consider, are, in general, excessively improvident, and were they to gain ever so great a sum of money on a voyage, there are few of them that would do otherwise than stay on-shore until it was all spent, and that chiefly in drunkenness, and other ways that are not only a disgrace to them, but, likewise, detrimental to their health and constitutions and injurious to their families ;



all which must ultimately be felt by the state at large, by abating our seamen's vigour and courage, and by increasing the number of indigent and distressed seamen's families.

IF seamen were more considerate, provident, and careful of themselves, they would, I am certain, from what I have observed of them, and of human nature in general, be less courageous and adventurous in their country's service and defence: surely, then, it is both just and requisite, that this, their peculiar frame of mind, from which the country derives such manifold advantages, should be corrected and restrained from proving hurtful to them or their families; and this might, I conceive, easily be effected, by making a

more adequate and permanent reserve than is done at present, out of their wages and prize-money, for their wants in infirm old age, for the disablements they are liable to through diseases and accidents, and for the support of their families.

WHOEVER has seen the comfortable and even respectable provision, that is made at Greenwich hospital, for old, infirm, and disabled, seamen, of the royal navy, if he possess the least drop of the “milk of human kindness,” so charmingly and benevolently described by Shakspear, must, I am sure, lament that there is not a similar retirement and asylum for those that serve, and are necessary to the prosperity of, the merchant: the great wages they get,

during both peace and war, beyond those serving in the royal navy, and their prize-money, no part of which it is in their nature to make a proper use of, together with the known benevolence of the nation, and its interest in the welfare and encouragement of seamen, would afford an ample fund and scope for the establishment of such a desirable institution.

THE making a more adequate, as well as a more permanent, reserve and provision, out of the wages of seamen, for the maintenance of their families, would, perhaps, in the end, prove a very great national benefit, by inducing young women of the lower order more frequently to marry seamen, and seamen the oftener to get married : seamen

would, consequently, lead more sober and virtuous lives, and beget children, which they rarely do now, at least, not to that extent that they ought, and might be expected, from the greatness of their numbers; and then, like landfmen, they would have an offspring to bring up, with peculiar pride and pleasure to themselves, and also with advantage to the state, in the practice and habits of their own profession: this mode of increasing our seamen, might be still farther improved, by a gratuity to every seaman, his wife, or his child so trained up to serve his country.

PROVIDING in this manner for the wives and infant children of seamen, would, also, tend greatly to lessen the

poor's rates in those parishes where seamen's wives and families live.

THE commanders of merchantmen, also should be restrained from giving to one seaman more wages than to another, for, unless that is done, it will be to little purpose regulating seamen's demands, they will, as before, be ever dissatisfied, unsettled in their minds, and on the look-out for ships and captains who are in the greatest want of men, and will secretly give them more money than others, which captains of ships are very apt to do, and which contributes greatly to raise and keep up the demands and expectations of seamen.

SEAMEN should, likewise, be restrained and bound by articles, under

some pain or penalty, or the forfeiture of their wages and certain privileges, not to leave their ships in the West-Indies, which they are very apt to do, on every trifling occasion of fancy or dislike: this might be farther effectuated by not suffering any seaman to engage himself, nor any captain to engage a seaman, in the West-Indies, unless such seaman produce a certificate of a regular discharge from the captain he last served.

THESE things being done would, it is presumed, very justly, liberally, and advantageously, for all parties, most effectually prevent seamen deserting, from both ships of war and merchantmen, for the sake of exorbitant wages, as well as on all other improper occa-



sions, and thereby prove the means of preserving them greatly from the Yellow Fever.

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### REMARK.

SEVERAL days after this part of my task was completed, it came to my knowledge that an Act of Parliament had very lately passed, to regulate West-India merchants' seamen's wages, and to prevent their desertion from one ship to another in the West-Indies, which, most happily, does away all the loss and sufferings of seamen, I have represented to result from the heretofore want of such regulation; but, it yet remains to incline seamen to spend the

fruits of their labour to the best advantage to themselves, to their families, and to their country, which, it is earnestly hoped, will also soon be undertaken by the same illustrious personages.

THE little time I had to tarry onshore, when the Act of Parliament came to my hands, would not allow me to abridge my work, of this, now, unnecessary part, it being, as the reader must see, so intimately connected with other parts of my subject, and of such magnitude and force, as to the loss of seamen I had undertaken, and nearly completed, the demonstration of, that it could not be detached therefrom, without entirely altering the plan I had previously formed, which time would not allow.

I was, therefore, necessitated to submit my work to the press, as it was originally framed : this part of it may, perhaps, prove satisfactory to the inquisitive, and stand as a memorial of the evil which has been removed, by the late wise and timely interference of Parliament. It will, also, shew how extensively I have had my country and my fellow creatures benefit in view ; and serve as a lesson of humility, to those who pretend to vast discoveries, which, like mine, may be, at the same time, in embryo, in the minds of many other persons, as well as actually coming forth in various parts.

## SECTION THE SECOND.

*Suggestions for the abolition of the impress service, on the West-India station, and for preventing merchant's seamen leaving their ships, and going on-shore, in the West-Indies, to avoid being impressed, in order to their preservation from the Yellow Fever.*

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THIS is surely a most important and delicate part of the subject under consideration, and I shall beg leave to recapitulate the many injurious and fatal consequences, which I have shewn to result from the impress service, on the

West India station, in order more seriously to engage the attention of those who have the power either to abolish or ameliorate them.

THE impress service, in the first place, militates against the native and constitutional freedom of the seamen, and subjects them, as I have shewn, in their endeavours to preserve that rightful liberty, as well as those employed to deprive them of it, to a most rapacious disease, the Yellow Fever, the extensive ravages of which, in consequence, and among both, as I have also shewn, are such as humanity must shudder at, and at times render the ships of war not only very little better, but even worse, for having had recourse to such oppressive means to obtain seamen.

SHIPS of war on the West-India station, it is to be lamented, have not, at present, any other way of being recruited with seamen than impressing after the manner I have described, those that are brought therein by the merchantmen, which causes considerable interruption to the business of the merchantmen, in the West-Indies, and is not unfrequently, practised to such extent, as not only to leave them to be entirely unloaded, as well as reloaded, at a very great expence, by negroes, but sometimes even oblige them to put to sea, and be navigated home, with infinite risk and distress, by half, and at times even not more than a third of, their wonted and requisite number of people.



IMPRESSING seamen from the merchantmen is, also, one of the chief causes of that scarcity and want of seamen, at the departure of large fleets of merchantmen from the West-Indies, which obliges the captains thereof to give the enormous sums of money I have represented to seamen, for barely working their ships home, and which induces seamen, at the great peril of their lives, to desert from one merchantman to another, and even from ships of war.

THE accommodation of all persons, and of both merchantmen and ships of war, as well as the prevention of the loss of seamen, through the impress service, surely demands the most serious attention, and I shall accordingly pre-

sume to shew how I humbly conceive the whole may be accomplished, hoping that if my suggesting should appear futile, they will, notwithstanding, be the means of exciting the attention of persons better qualified to treat on the subject, and of bringing forth, from able heads and pens, more eligible propositions.

I. I humbly propose that West-India merchantmen have two apprentices for each hundred tons of their burthen, to be bound for the term of three or five years, which, if they were properly encouraged and put forward, and not taken at too early an age, would be a sufficient time for them to be made at least exceedingly serviceable, if not to-

lerably good, seamen. The merchants' service would thus become a vast nursery for seamen, and, supposing the aggregate of the tonnage of the several descriptions of merchantmen, which I have said go annually to the West-Indies, to be three hundred thousand,\* then every three or five years would produce and put forth six thousand seamen. These six thousand apprentices, would, besides, take the places of so many able seamen and landsmen, who are now, of necessity, employed in the merchants' service, and who, consequently, for the most part, would be led and obliged to enter into the royal navy; and such as did not enter would,

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\* This estimate is taken from Mr. Bailie's speech on the abolition of the slave-trade, April 2, 1792.

most probably, become impressed, whereby six thousand seamen would be added to the strength and service of the royal navy: the merchantmen would thereby, also, have constantly some assistance throughout their voyages, and never be entirely without hands, as they now too frequently are, in the West-Indies, through desertion as well as impressing.

II. THAT merchants' ships employ seamen of foreign nations in amity with us, in the number and proportion of one for every hundred tons of their burthen, which would, likewise, be of farther considerable advantage to the royal navy, by their occupying the places of so many British seamen, who must

otherwise be employed in the merchants' service. At the time of engaging foreign seamen, the commanders of merchantmen should see, and take especial care, that they have proper certificates, from their respective consuls, to shew that they really are foreigners and to protect them from being impressed; through neglect of which, they are liable to be, and I have often seen them, very unexpectedly to themselves and the captains of merchantmen, impressed in common with British seamen. These foreign seamen I propose to be called, and considered as, part of merchantmen's standing complements.

III. THAT merchants' ships employ,

for each hundred tons of their burthen, one seaman at a certain advanced age, say forty or fifty years, or that had served such a length of time in the royal navy, as 15, 20, 25, or 30, years: such men would be, I conceive, particularly necessary and serviceable towards instructing and training up the apprentices; and it would, perhaps, greatly encourage seamen to enter into, and not desert from, the service of the royal navy, were they to be exempted from serving therein, unless they chose it, also, from being impressed out of merchantmen, at and after any of the said ages and terms of servitude. These people I would, also, have made part of merchantmen's standing complements.



IV. THERE are many seamen, and likewise landsmen, who, after having suffered amputation of their legs, in private hospitals, and their stumps being got quite well, know not how to support themselves, nor, as I lately saw two instances at the London-Hospital, whither to go, not even for a night's lodging: there are, also, seamen who suffer amputation on-board ships of war, and in naval hospitals, whose smart-money, as it is called, or pension, not being adequate to their support, are often reduced to a similar situation as the former description of men. It really would be the greatest humanity, were merchants, and captains of merchantmen, to seek for and employ all such persons constantly in their ships; they

would be able to do the duty of cooks, and when in harbour that of ship-keepers, very well, and such men are, at all times and places, exempt from being impressed: I have had one such person under my direction, as a cook, on a flaving-voyage: his duty was arduous, and, yet, he performed it very well. The number of these people would, altogether, be too inconsiderable to form a part, or even make one, of every merchant-ship's complement, they would, however, supply the places of many able-bodied men, who, in consequence, would become employed to much greater advantage in other stations, on-board both merchantmen and ships of war.

V. THAT merchant-ships be allowed two able British seamen for each hundred tons of their burthen, two of which, in each ship, to rank as chief and second mates, and to be considered as part of her standing complement, the rest as supernumeraries: except in vessels of only one hundred tons burthen, in which the captains commonly doing the duty of an officer, when at sea, the second mate should be considered as a supernumerary.

VI. THAT merchant-ships be allowed two able landsmen for each hundred tons of their burthen, one of them, in each ship, to be a carpenter and considered as part of her standing complement, the rest as supernumeraries:

this would give young landfmen, of roving and enterprifing difpofitions, an opportunity to go to fea; alfo, for tradefmen and mechanics out of employ to get bread, which would farther make the merchants' fervice a nurfery for feamen.

### COROLLARY I.

ACCORDING to the foregoing propofitions, each merchantman of one hundred tons burthen would have eight people, fix of them her ftanding complement and two of them fupernumeraries; thofe of two hundred tons would have fixteen people, eleven of them her ftanding complement and five fupernumeraries; thofe of three hundred tons would have twenty-four people, fifteen

of them her standing complement and nine of them supernumeraries; those of four hundred tons would have thirty-two people, nineteen of them her standing complement and thirteen of them supernumeraries; those of five hundred tons would have forty people, twenty-three of them her standing complement and seventeen of them supernumeraries; and merchantmen of six hundred tons burthen, which are nearly the largest employed in the trade, would have forty-eight people, twenty-seven of them her standing complement and twenty-one supernumeraries; which number and proportion of people would be fully sufficient for them to be respectively navigated to the West-Indies, and rather more than would be re-

quired to unload and reload them after their arrival in the West-Indies.

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VII. THE African slave-ships, which, as I before noted, are in the proportion of about one to three of the properly called West-Indiamen, or sugar-ships, would on the slaving part of their voyages require double the said number and proportion of men, the necessity for which would be done away on their arrival in the West-Indies; and which additional people I propose for them to have, and be allowed, according to their owners' and commanders' liking and conveniency; and to be considered as supernumeraries.

VIII. IN order to recruit the com-



plements of ships of war on the West-India station, in the next place, I would propose, that each sugar-ship of one hundred tons burthen be required, on her arrival in the West-Indies, to turn over to a ship of war one of her supernumeraries; those of two hundred tons, two; those of three hundred tons, four; those of four hundred tons, six; those of five hundred tons, eight; and each of those of six hundred tons burthen to turn over ten of her supernumeraries.

IX. THE African slave-ships bury, upon an average, it may be computed, at least a fourth of their people, by the time they arrive in the West-Indies, and have often several in a very sickly state; I, therefore, propose, on their arrival in

the West-Indies, filling up the vacancies in their standing complements, from their supernumeraries, and then, if sickness did not prevent, that each ship of one hundred tons burthen be required to turn over to a ship of war two of her supernumeraries; those of two hundred tons, six; those of three hundred tons, ten; and those of four hundred tons burthen, which are the largest in the trade, to turn over fourteen of their supernumeraries.

X. THE offer and sake of his majesty's bounty, would frequently induce the supernumeraries to enter voluntarily into the service of the ships of war, in the number and proportions I have proposed; but, when it did not, I pro-

pose, that the whole of the supernumeraries in each ship draw lots who shall, in the said number and proportions, be turned over to, and serve in, the ships of war: in the latter way, all the supernumeraries would have hopes, and a chance alike, of not being selected for the service of the ships of war, which would induce them to stay on-board and take their chance, in common with each other, and not leave their ships, as I have shewn they do now, at the risk of their lives, to screen and hide themselves on-shore.

THIS mode of procuring and obliging seamen to serve in the royal navy would be, also, I conceive, perfectly constitutional, inasmuch as persons of almost every description, throughout the land,

are by law required, and submit to the chance of being selected and drawn by lot, to serve their country as militiamen; why, then, should not seafaring men, in the merchants' service, be required to serve their country, in the like manner, by sea? it surely would be infinitely more equitable, as well as considerably less oppressive, than the present practice of impressing and taking them by force: I have, in truth, known them to accede to it with the utmost readiness, which makes me presume to propose it, and inclines me to believe it would be highly satisfactory to seafaring men in general.

## COROLLARY II.

SHIPS of war on the West-India sta-

tion would, by the means I have proposed, receive from the sugar and African slave ships, taken little and great together, at least two men for each hundred tons of their burthen, which, agreeably to the before-said aggregate of their tonnage, would amount to six thousand men annually.

### COROLLARY III.

AFTER the said drafts of men into the ships of war, sugar-ships of one hundred tons burthen would have seven people belonging to them; those of two hundred tons would have fourteen people, three of them supernumeraries; those of three hundred tons would have twenty people, five of them supernumeraries; those of four hundred tons

would have twenty-six people, seven of them supernumeraries; those of five hundred tons would have thirty-two people, nine of them supernumeraries; and those of six hundred tons burthen would have thirty-eight people, eleven of them supernumeraries: the African slave-ships, of one hundred tons burthen, would have ten people, three of them supernumeraries; those of two hundred tons would have eighteen people, seven of them supernumeraries; those of three hundred tons would have twenty-six people, eleven of them supernumeraries; and those of four hundred tons burthen would have thirty-four people, fifteen of them supernumeraries; which number and proportion of people would be, as I am



informed, fully sufficient for them to be respectively unloaded, reloaded, and navigated home.

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XI. IN case the before-said annual recruit of six thousand men, should not, on particular times and occasions, prove sufficient for the ships of war on the West-India station, I farther propose that sugar-ships of two hundred tons burthen should, in the before-said manner, turn over to a ship of war two more of their supernumeraries; those of three hundred tons, three; those of four hundred tons, four; those of five hundred tons, five; and those of six hundred tons burthen to turn over six of their supernumeraries: the African slave-ships, also, in the like manner, of

one hundred tons burthen, to turn over to a ship of war one more of their supernumeraries; those of two hundred tons, three; those of three hundred tons, four; and those of four hundred tons burthen to turn over five more of their supernumeraries.

#### COROLLARY IV.

THE ships of war on the West-India station would receive, by the last proposition, from the sugar and African slave ships, taken little and great together, at least one man for each hundred tons of their burthen, which, according to the aggregate of their tonnage, would annually amount to three thousand men, which, with the former supply of six thousand, makes nine thousand men.

annually, which is, I conceive, nearly, if not more than, twice as many, as they now receive by the more harsh, oppressive, and fatal, mode of impressing them, and which, I farther presume to conceive, would greatly exceed the demand that the ships of war on the West-India station could at any time have for seamen; they would, also, be obtained with much less trouble and without subjecting their people to the causes of the Yellow Fever.

#### COROLLARY V.

AFTER the second draft of men from the merchantmen, sugar-ships of one hundred tons burthen would have seven people belonging to them; those of two hundred tons would have twelve; those

of three hundred tons would have seventeen; those of four hundred tons would have twenty-two; those of five hundred tons would have twenty-seven; and those of six hundred tons burthen would have thirty-two people belonging to them: the African slave-ships of one hundred tons burthen would have nine people; those of two hundred tons would have fifteen; those of three hundred tons would have twenty-two; and those of four hundred tons burthen would have twenty-nine people belonging to them; which number and proportion of people, if not found sufficient to do their business in the West-Indies, nor to navigate them home, I would propose the following expedients.

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XII. THAT they hire negroes while in the West-Indies ; whose labour, when hired by the week or month, would, I conceive, be obtained as cheaply, if not more so, than that of seamen in war time.

XIII. THAT, when loaded and ready to sail, they be allowed, and each take, as want assistance, a few prisoners of war, who would, I know, from much observation, very gladly work, and do any thing but fight against their country, for the sake of being released from a loathsome prison, a belly full of victuals, and a little money to buy clothes ; which it would be well worth the merchants' while to give them ; and which would greatly relieve the people of the West-India

islands from the expence of maintaining them, as well as favor their return to, and exchange in, France, or whatever other nation they might be natives of. The fleet of merchantmen I came home in company with, from Jamaica, in June, 1796, employed a great many French prisoners of war; and they were in general paid most extravagantly for merely their services on the passage; the ship I belonged to, the P-l-g-m, as before noted, employed four, one of them had forty guineas, and the other three had fifty guineas each, for only assisting to work the ship home.

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XIV. SHOULD the preceding class of propositions be thought too complex and troublesome, I farther presume to



submit for consideration, that the merchantmen be allowed to have, exempt from being impressed, a sufficient number of men to navigate them and do their business in the West-Indies, in quality either such as has been proposed, or as otherwise may be thought more eligible; and, that the ships of war on the West-India station be recruited with seamen, by occasionally sending ships of war to them from England, with a proper number of supernumeraries.

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### GENERAL INFERENCE.

EITHER class of the foregoing propositions, if adopted, would, it is presumed, with great fairness to the seamen, and advantage to both merchant-

men and ships of war, entirely abolish and do away the necessity for the impress service in the West-Indies; whereby the loss of seamen, by the Yellow Fever, which I have represented to happen in consequence of seamen leaving merchantmen, in the West-Indies, and going on-shore, to avoid being impressed, would be most effectually prevented.

IF, however, it should be thought more eligible and proper for the West-India merchantmen to be manned, and for the impressing of seamen from them in the West-Indies to be continued, as heretofore, then, agreeably to the other head of this section, I propose, in order to save seamen's lives, which I hope will be taken in excuse for my propo-

ſing ſuch arbitrary meaſures as

I. THAT captains of Weſt-India merchantmen, of every deſcription, be reſtrained and bound, under ſome pain or penalty, not to ſuffer nor encourage their people to leave their ſhips, and go on-ſhore, to avoid being impreſſed ; and to be obligated to muſter, if poſſible, the whole of their people brought into the Weſt-Indies, before the firſt ſhip of war's officer that boards them.

It is common for the commanders of merchantmen, at all times, but particularly on their firſt arrival in the Weſt-Indies, and before they get ſo near to a harbour as to be boarded by boats from the ſhips of war, to let a part of their crew take a boat and go on-ſhore, or elſe, to hide in various parts of the

ship, in order to save them from being impressed, in the first instance : some are, almost always, taken, either on-board or on-shore, and they, through vexation, often inform on the rest ; a strict look-out on the ship is, in consequence, for some time after kept, by the ships of war boats, till, by frequent surprizals, the greatest part of the people are often in the end taken ; and those that are not, rarely have sufficient gratitude to continue with the captains, who so preserved them from being impressed, any longer than till they find a better paymaster or a ship more to their fancy : the trouble, the vexation, the interruption to business, and the frequent inutility of those artifices, and above all the great injury thereby done

to the health and lives of seamen, should induce the captains of merchantmen to discontinue the practice of them, if not, they might, as I proposed, be bound and restrained therefrom, under some pain or penalty.

II. To punish and restrain the practices of a set of men, called landlords and crimps, who encourage seamen to desert from both ships of war and merchantmen, provide them with hiding-places, and encourage them in their enormous demands for wages, in order that they may keep them the longer with them, and charge them the more extravagantly; and after all recommend, or rather sell and dispose of, them, to such captains as offer most money for procuring seamen.

## SECTION THE THIRD.

*General means of preserving seamen from the Yellow Fever, during the loading and continuance of merchantmen in the West-Indies, and when they must of necessity go on-shore, on their ship's duty or for their own recreation. Also, the proper place that should be allowed them to sleep in.*

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COMMANDERS of merchantmen will surely, by this time, clearly understand and be convinced that the grand and only means of preserving their seamen from the Yellow Fever, are, to



keep them without the influence of the effluvia, generated, in warm climates, from putrid animal and vegetable substances ; also, to a sober conduct, and regular performance of duty, on-board their ships.

To effect the former, they should moor their ships, on their arrival in the West-Indies, as far from the shore as their business will admit, but, particularly, from low marshy lands, savannas, and stagnant waters ; they should, likewise, berth their ships where they will be the least land-locked or exposed to the land wind, and the most open to the sea and sea breeze : unfortunately, such choice is not to be made in many parts, but when, and as far as, it is

practicable, should be most religiously attended to.

SEAMEN might be kept on-board, and greatly preserved from the Yellow Fever, by employing a few negroes, to go in boats to fetch the cargo and water, from parts so far distant, as require to be away one, two, or more, nights and days, also, when the captain and other officers require to be taken to or from the shore, after sun-set: negroes, as I before observed, can be made to work more steadily than seamen, many of them are, also, much more useful in droghing for sugars and stowing a ship's hold, and are not so susceptible of the Yellow Fever, when exposed in boats: when, likewise, they are hired by the week or month, their labour would, I

conceive, be obtained as cheaply, if not more so in the end, than that of seamen, during war.

WHERE negroes are not to be obtained, the seamen might be greatly preserved, in the boating duty, by providing them with good huts to shelter and sleep in, at the different wharfs and cranes where they go to deliver or receive a loading ; also, by employing as large boats as conveniently may be, with a short deck or cuddy forward, for them to shelter and sleep in ; and, when they must of necessity continue all night, in small open boats, by providing them with good great or watch coats, and tarpaulings, to guard them from the rain, and the pestilential and

fatal influence of the dews and night-air.

WHERE the distances to and from places, to which boats are employed, are so short, and the winds and tides so favorable, that a trip can be made within twelve hours, the boatmen should be sent away at sun-rise, that they may be back before sun-set and the falling of the dew : for want of such management, I have often seen seamen unnecessarily exposed by night, and thereby brought into danger, and even within the grasp of death.

PERSONS exhausted by both hunger and fatigue, in the West-Indies, are then very susceptible of the Yellow Fever : when, therefore, seamen are required to go in boats, to such distances

from the ship as will oblige them to be absent during one or more meals, they should be supplied with a proper quantity of ready-dressed provisions, and a moderate allowance of spirits, for the time they are likely to be absent.

HARD labour, in the West-Indies, and its attendant, excessive sweating, by day, very much disposes the body to receive hurtful impressions from the night-air, which commanders of merchantmen should, in humanity and justice, both on their business and pleasures, consider, and preserve their seamen from, by either going on-shore and returning on-board before sun-set, or by employing negroes and shore-boats, on such occasions, by night, and not keep seamen, after the fatigues of

the day, waiting for them, and sleeping, at the risk of their lives, in open boats, as they often do. I have frequently seen them, till very late hours, and even sun-rise.

RECREATION, is what every man, at times, requires, and ought to have, or life would be irksome, particularly to seamen, who spend many weeks at a time on the wide and dreary main: seamen should, therefore, be allowed to go on-shore, in the West-Indies, by turns, on Sundays, but they should not be suffered to stay after sun-set nor all night, as exposure to the night-air, and drinking hard for any length of time, in the West-Indies, which sailors always do, whenever they have opportunity, is



sure to be productive of the Yellow Fever.

It is absolutely necessary towards preserving the health of seamen, and giving them a fair chance of recovering when sick, in all countries as well as the West-Indies, that they be allowed a proper place to sleep in, and to shelter themselves in occasionally from the inclemencies of the weather.

In cold countries, and when at sea, they should be berthed between decks, and the place allotted them should have two or more air-ports in it; also, close bulk-heads to preclude the offensive steam that arises from sugars: in the West-Indies, the best, and I should imagine, while ships are loading there, the most convenient, places for the sea-

men to be lodged in, are under the half-deck or forecastle, with canvass screens at the open parts, to prevent the ingress of the night-air and rain ; or, in ships not frigate-built, a small wooden awning or round-about house, might, I conceive, without any detriment, be erected for that purpose, at either the fore or after part of the main-mast, which I have seen done on-board some ships.

WHICHEVER of these different places be appropriated to the use of the seamen, it should not be incumbered with any part of the ship's cargo or stores, or lumber of any kind ; and there should be room enough allowed for conveniently flinging hammocks, for at least half the ship's company ; it should, also, frequently be either washed or

scraped and fumigated; and be every two or three months lime-whitened, or once in six months fresh painted and occasionally washed clean. The seamen's hammocks, likewise, should be, at least every month or two, scrubbed clean, and every fine day taken above deck and exposed to the air and sun.

IN these several ways seamen might be comfortably and properly berthed, without deducting much from the freight; and by being thus kept quite apart from the ship's cargo and stores, they would be more effectually prevented from any embezzlement of them, which I have frequently heard great complaints about, and which their present improper manner of being lodged affords them many opportunities of doing.

## SECTION THE FOURTH.

*Means of providing, in the speediest manner, medical and surgical assistance, and other requisite help, for West-India merchants' seamen, when they are sick and have received accidents.*

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I Have, I trust, very sufficiently shewn that seamen, in the West-India merchants' service, do not, at present, get such speedy and effectual medical and surgical assistance, nor other necessary help, when they are sick and hurt, as is not only needful but, likewise, as

humanity, justice, and national policy, require they should have.

IN order to such highly requisite assistance being given to seamen, every merchant-ship, without exception, should be required to employ a surgeon; and, in case it should not be found practicable to obtain a sufficient number at once, the most proper ships to be exempted, for the present, are such as do not sail armed and that carry the fewest men.

FOR the relief of the seamen of those vessels that could not get surgeons, I would propose that the surgeons be so appointed to, and distributed among, the West-Indiamen, as that every port in the West-Indies, also, every loading-place, where assistance could not readily be

obtained from shore, should, according to the number of vessels that commonly resorted to them, have one, two, or more surgeons to be in them every loading-season, and, if practicable, at all times; and, that the surgeons be allowed, engaged, and sent for as often as requisite, to give assistance to the seamen of ships not having surgeons on-board, and provided with a boat for the purpose, on all necessary occasions.

It is here again necessary to observe, that the Yellow Fever is one of the most deceiving and fatal diseases to which mankind is subject; it often commences with very slight complaints and terminates life in a very few hours, and very little neglect of time on the part of a seaman in applying for medical assistance,



or on the side of the captain in procuring him that help, may be the occasion of attacks, that would not otherwise have terminated unfavorably, proceeding to a dangerous and even incurable height; and farther, unless the physician is called early, attends regularly, and has his medicines faithfully administered, little will his visits avail: on the contrary, by early and proper attention, a very great proportion of persons affected by the Yellow Fever, may be restored to health, in a short time, and be recovered from even very violent and dangerous attacks.

It should, also, be particularly observed, that seamen are, in general, very backward in acquainting their commanders, superior officers, and

even surgeons of ships, with their ailments; and many of them, through the hopes of their disorders soon wearing off, or from pride, bravado, a sulky or a morose temper, will, especially when influenced by a little grog, continue to perform their duty, for a long time, and struggle with their complaints until they acquire a very great degree of violence; whereby, through the mere neglect of timely application, they often bring themselves into the most imminent danger, and even past recovery.

THEREFORE, it behoves all commanders and commanding officers of West-Indiamen, not having surgeons on-board, not only to pay immediate attention to the slightest complaint of indisposition from a seaman, but, like-

wife, when any of them appear sickly, or abate of their wonted alacrity and cheerfulness, to question them as to the cause, and whenever medical help is required, to delay no time in obtaining it for them, from either a ship in company or the shore.

WHEN it so happened that seamen were taken sick of the Yellow Fever, in any harbour in the West-Indies, and there was not a ship in company having a surgeon on-board to give them immediate assistance, nor one that could be speedily obtained from the shore; or, in case there was such help at hand, but no one could possibly be spared to attend them, nor a proper place provided for them to sleep in, they should, under all such circumstances, be taken,

without delay, on shore, and placed in a house where they would have proper medical and surgical assistance, also, other requisite attendance and help of every kind, and be under proper controul: the Yellow Fever, it has been observed, is almost the only disease that affects seamen in the West-Indies, and it soon runs its course, terminating either in health or death in a few days, and often indeed in a few hours; so that a trifling expence would suffice.

THE naval and military hospitals, where such are, would be very proper places to remove sick seamen into, and the terms of admission would, perhaps, be easier than in private houses. All extraordinary bad cases, and accidents, requiring particular judgement or length

of time, or any capital operation, should also, have ready admission into such hospitals.

BEFORE surgeons are engaged in West-Indiamen, they should have their qualifications proved by a proper examination, before able persons, duly appointed for the purpose, in the different sea-ports to which the merchant-ships belonged: and their pay, emoluments, treatment, and accommodations, should be such, as would make it both worthwhile and agreeable to young men qualified to undergo such an examination, and to give the relief required, to enter into the merchants' service. To effect these very desirable objects, the surgeon's wages should not, I conceive, at these times, be less than five guineas

per month ; they, also, should be provided with medicines and instruments at the owner's expence, or, what would perhaps be better for all parties, allowed a proper sum of money to supply those necessaries themselves ; and, when they attended the sick on-board other ships, they should be paid the same, or nearly so, as surgeons employed from the shore. They should, likewise, mess with the captain, and be accommodated with a small cabin or state-room, to retire to and sleep in, also, be treated as the friend and companion of the captain, and not required to do any menial offices, as surgeons too commonly are in merchantmen.

THERE are, I conceive, many young men, very well qualified to serve as



furgeons of West-Indiamen, who are now obliged to sacrifice their time and their talents, behind apothecaries' counters, and in other situations of no greater profit, and who, on the terms I have mentioned, also for the sake of seeing the world, and putting a little money in their pockets to forward them in life, would very soon, and cheerfully, present themselves to serve in West-India merchantmen.

BESIDES medical and surgicall assistance, sick and hurt seamen require, and should be allowed, a boy or a man, to attend upon them and administer their medicines, to cook for them and prepare their drink, to wash their linen, and keep them clean.

By the above means, the whole of

the merchantmen's seamen, when in the West-Indies, and nearly the whole of them while on their passages to and from the West-Indies, would have proper and speedy medical and surgical assistance, as well as other necessary accommodation, attendance, and help, when sick and hurt.

The commanders of such merchantmen as did not carry surgeons, might be safely directed, in many instances, to give medical and even surgical aid to their seamen, when at sea, and wherever neither a physician's nor a surgeon's assistance could be obtained, if some person, who has had a regular medical education, and proper experience of the Yellow Fever, were encouraged to undertake a revival of their

medicine-boxes, and compile a proper book of directions.

APPOINTING surgeons to West-India merchantmen, would also, I humbly conceive, prove, in many respects, very advantageous to the West-India merchants, ship-owners, and captains. The surgeons might be required by contract, when sickness did not disallow, to assist the mates in keeping the ship's log-book, and taking an account of the reception and delivery of the cargo: also, the captain, in his accounts and disbursements, copying his letters, and making out his bills of lading, the last of which, when abroad, they are now commonly obliged to pay others for doing: the merchants and ship-owners would, thereby, have a fair and clear set of

books and accounts, put into their hands, immediately on their ships arrival home, which they now, I believe, frequently have not, and probably would often give not a trifle to obtain.

THE surgeons might, also, be employed, by the captains of merchantmen, on many little and not ungentlemanly occasions, on-shore, when they were either busy, or sick, or had not another officer to spare. Captains of merchantmen, by the appointment of surgeons to their ships, would likewise be freed from the great expence of medical and surgical assistance for themselves abroad, and always have a person at hand to administer relief and comfort to them when sick at sea; they would, also, have a friend and compa-

nion to converse with, and who would contribute to make leisure time pass away pleasantly ; and, moreover, a clever genteel surgeon would ultimately be a great pecuniary help to them, by inducing passengers to engage in their ships.

IN these several ways, the surgeons might be kept fully employed, without being, I conceive, in the least degraded, and amply repay the merchants and ship-owners all expences attendant on their appointment, besides saving many hundreds of very valuable lives, and exciting the most pleasing sensations in the minds of men of humane, benevolent, and patriotic, dispositions.

WEST-INDIA merchantmen would thus become a nursery for sea-surgeons,

whose previous seasoning to the West-India climate, and experience of the Yellow Fever, and of other diseases incident to seamen, would qualify and fit them, in an especial manner, to serve in our navy in the West-Indies; and also to be contributory to the improvement of the healing art generally; and it would, perhaps, be good and right to give those surgeons particular preference and encouragement to serve in ships of war on the West-India station.

ESTABLISHING, in this manner, a nursery for sea-surgeons, would surely prove highly beneficial to a great maritime nation, that employs and requires such a host of mariners.



## THE SIXTH PART.

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MEANS OF PREVENTING AND AMELIOR-  
ATING THE BEFORE-SAID LOSS AND  
SUFFERINGS OF SEAMEN ON-BOARD  
SHIPS OF WAR ON THE WEST-INDIA  
STATION.

TO accomplish the very important  
objects included under this head, the  
reader will surely acquiesce with me in  
the necessity for either recruiting ships  
of war on the West-India station with  
seamen, by other means than impressing  
them on-shore and out of merchantmen,  
or else causing them to become im-

pressed out of the merchantmen immediately on their arrival in the West-Indies; also, appointing surgeons to ships of war on the West-India station, properly experienced in the nature and treatment of the Yellow Fever; and increasing the emoluments of naval surgeons, on the West-India station, so as to enable them to provide a sufficient quantity of the Peruvian Bark for the relief of the sick of the Yellow Fever.

## SECTION THE FIRST.

*Of recruiting ships of war on the West-India station, with seamen, by other means than impressing them on-shore and out of merchantmen, and of causing merchants' seamen to become impressed out of their ships as soon as they arrive in the West-Indies, in order to prevent the introduction of the Yellow Fever into ships of war, and to preserve the seamen employed on the impress service from the Yellow Fever. Also, other means necessary to the preservation of the health and lives of seamen, on-board ships of war on the West-India station.*

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FOR the means of effecting the two first heads of this section, I must refer the reader back to my suggestions for the abolition of the impress service on the West-India station, and for preventing merchants' seamen leaving their ships and going on-shore, in the West-Indies, to avoid being impressed: the former, if adopted, would, it is presumed, amply recruit the ships of war with seamen, without either impressing or exposing the seamen of ships of war to the causes of the Yellow Fever; and by the latter means proposed, the merchants' seamen would become impressed before being at all exposed on-shore to the causes of the Yellow Fever, as also, without exposing the seamen employed

in impressing them to the causes of the disease, whereby the introduction of the Yellow Fever into the ships of war on the West-India station, and the loss of seamen by it, on-board ships of war, which I have represented to happen through the impress service, would be most effectually prevented.

IN addition to the above means of preserving the health and lives of seamen, on-board ships of war on the West-India station, I would propose, that, occasionally, there be ships of war sent to the West-Indies, to relieve and take the places of such ships whose crews are, and have been for any length of time, unusually sickly, for it sometimes happens through the greatness of the number of seamen sick of the Yel-

low Fever, on-board a ship at one time, and through the unusual malignancy of the Fever at particular periods, that it spreads, by contagion, to those seamen who have been kept constantly on-board, and not been in the least exposed to the common causes of the Yellow Fever, till, at length, the disease runs entirely through the crew, and so impairs their constitutions, in general, that many of them are constantly labouring under and dying of relapses, as well as of first attacks, and which will sometimes continue for several weeks, and even months, notwithstanding the utmost attention to cleanliness, and the common preventatives of the Yellow Fever.

Under these circumstances, the efflu-



via arising from the bodies of the sick, which, it is well known to medical men, greatly contaminate the air, and, thereby, cause very malignant fevers, are diffused throughout the ship, and even pervade and become pent up within every crevice and vacant place, and thence become a continual source of sickness to fresh comers on-board, and to those who have not been exposed to the usual causes of sickness in the West-Indies. Many of the seamen, also, who recover from first attacks of the Yellow Fever, have their constitutions thereby so much impaired, that, as long as they continue in the West-Indies, they are subject to frequent and periodical relapses, like so many persons affected with habitual agues.

IN such case, the most speedy and only means indeed, of permanently purifying a ship, and restoring her crew to health, are to relieve her from her station and order her home; the change of air and climate, as soon as she gets to the northward of the Tropic of Cancer, will have an immediate and almost miraculous good effect on the health and constitutions of the seamen; and as soon as she arrives in port, all her stores and ballast should be taken out and exposed to the air; she should, also, be thoroughly ventilated, cleaned, fumigated, and fresh painted, before being engaged in any farther service, more especially in a warm climate.

IN order more completely to preserve the health and lives of seamen, in the

West-Indies, I beg leave to recommend to the commanders of ships of war, an observance of the several means pointed out in section the third, page 202, which will save me unnecessary recapitulation in this part.

## SECTION THE SECOND.

*Of the necessity for appointing, and the means of obtaining, surgeons for ships of war on the West-India station, properly experienced in the nature and treatment of the Yellow Fever. Also, of the education requisite for a naval surgeon.*

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THE prevalence and fatality of the Yellow Fever among seamen in the West-Indies, over and above all other diseases, is such, and so frequently assailing both the public and individuals ear, that it must be quite unnecessary

for me to enter into any proof or demonstration thereof: to use the language of the poet, that disease is, every day, “making countless thousands mourn.”

IT is also equally well known, that, of all the modes of instruction for medical practitioners, there is not one so beneficial and impressive, as lessons received out of the unerring book of nature, by the bed-side of the sick: now, I will be bold to say, that knowledge so acquired, is not more requisite to the proper and successful treatment of any disease than in the Yellow Fever.

THE Yellow Fever, I must farther notice, very rarely occurs in England, and then seldom or never in the insidious and violent manner that it does in

the West-Indies : it must, consequently, happen, that many naval surgeons, and those too, in other respects, very able ones, but who have not previously served as surgeons' mates on the West-India station, on their first going to the West-Indies, will not be armed with the acumen necessary towards penetrating into the nature of, and properly treating, that very prevailing and rapacious disease.

THIS evil might be prevented, by preferring and appointing none to be surgeons of ships of war on the West-India station, but those that had served as surgeons' mates, or otherwise as medical men, in the West-Indies, and thereby gained a competent knowledge of the Yellow Fever. Persons, even so



qualified, might be farther greatly assisted and improved, by perusing the best of writers on the Yellow Fever, which could be with great propriety pointed out and recommended to them, by the persons appointed to examine naval surgeons.

THE learned Dr. Rush, also, Mosely, Chisholm, Brice, and Maclean, have all written, very lately and amply, on the Yellow Fever; but, with all due deference to their opinions, I must express myself to have been so successful, from adhering to the practice recommended by Dr. Clarke, in his Observations on the Diseases of Seamen on long Voyages and into warm Climates; by, also, Dr. John Hunter, in his Observations on the Diseases of the Army in

Jamaica; and their accounts, as well as treatment, of the Yellow Fever are so peculiarly well adapted to that disease, as it appears to me to affect seamen on ship-board, that I cannot otherwise than, in the warmest, the most heartfelt, and the most grateful, manner, recommend those authors in preference to all others: my presumption, in so doing, and supposing it to be at all necessary, will, I hope, be pardoned, in consideration of the goodness of my intentions.

THE benefits of medicine might be still farther imparted to seamen in the royal navy, by a greater attention to the qualifications of surgeons as to diseases in general, for it must be acknowledged, that many, if not the chief part,

of the ailments and afflictions of seamen in the royal navy, are such as require the aid of a physician; in the West-Indies, for instance, where a naval surgeon finds it necessary to amputate once, he will have, I am certain, a thousand seamen to relieve of the Yellow Fever, and I am told that if we except the difference in the diseases, to which seamen are liable in different parts of the world, the practice is similar in the East-Indies.

HENCE it becomes indispensably requisite for a naval surgeon to have an extensive medical, as well as surgical and anatomical, education, and, in order to enforce them to it, they should not even be permitted to present themselves for examination, unless they can

produce proper certificates of having gone through a sufficient course of studies for obtaining a suitable education ; more especially as the situation of naval surgeons, at sea and elsewhere, very often deprives them of the advantages of a consultation with others.

THE great expence of an education requisite for naval surgeons, the sacrifice they often make of their youthful days, and of friends and connexions, whereby they might be comfortably and to much greater advantage settled on-shore ; their relinquishing the pleasures and enjoyments of society ; also, their embarking and continuing, for a great length of time, on the uncomfortable, dreary, and perilous, main, and in climates dreadfully destructive to

health, in order to serve their country during war; and their inability very often afterwards, through advanced age and many other circumstances, to form friends and connexions and get settled in business; require that they should, and it is hoped that they ever will, be liberally paid and provided for, by the nation to whose service they are so entirely devoted.

## SECTION THE THIRD.

*Of increasing the emoluments of naval surgeons on the West-India station, so that they may be enabled to provide a sufficient quantity of the Peruvian Bark, for the relief of the sick of the Yellow Fever.*

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WHEN I committed my observations to the press, respecting the inadequateness of naval surgeons' allowances from government, to the supply of a sufficient quantity of the Peruvian Bark, for the relief of the sick of the Yellow Fever, I did not know that a regulation



to aid them in that respect had very lately taken place, by which they now have a very handsome allowance of gratuitous medicines from government: among the number with great pleasure I see is inserted, the Peruvian Bark; and, as it is very wisely ordered, the surgeons are not restricted in the quantity of any medicine, included in such allowance, so long as they do not exceed the sum of money stipulated for it to amount to, the benefit of the gratuity is calculated to extend to surgeons and seamen in all climates and stations; and surgeons going on the West-India station have now the power of supplying themselves with as much of the Peruvian Bark, in lieu of other less useful medicines, as they may require; so

that if they either know, or are made acquainted with, the great quantity of Peruvian Bark requisite for a ship of war, on the West-India station, the loss of seamen, which I have represented to have happened through the want thereof, may now be considered as obviated: what I have stated will still, however, serve as a fresh testimony how long and greatly surgeons and seamen have been in want of such assistance, also, how very beneficial it will prove to them and to the country, and shew the necessity for its being continued, and, perhaps, even increased.

## GENERAL CONCLUSION.

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THUS, as Dr. Swediaur observes of the venereal disease, in proportion as liberal and humane attention is paid to the ailments and necessities of those brave protectors, as well as promoters of the wealth, the power, and the glory, of the British nation; and, likewise, as knowledge of the causes, the nature, the prevention, and of the proper treatment, of the Yellow Fever is disseminated among those who have the direction, command, and care, of seamen; so will the Yellow Fever,

which now destroys more than the line of battle of our enemy, abate of its malignancy and devastation.

THE same liberal-minded writer seems to lament and be fearful that this is not the age for such benevolence and philanthropy; I conceive that it is, and do therefore most joyfully contribute my mite of information.

F I N I S.